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JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON THE ARRIVAL OF THE FORTNIGHTLY ENGLISH, AND MONTHLY FRENCH MAILS FROM CHINA, JAPAN, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A SUMMARY OF NEWS FOR THE OUTWARD MAILS.

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Latest Arrivals.

Ports.	From London.	Arrived out.	HOMEWARD. Received on Saturday.
JAPAN — Yokohama	—	—	May 11
Yedo	—	—	—
Osaka and Hiogo	—	—	—
Hakodadi	—	—	—
Nagasaki	—	—	—
CHINA — Peking	—	—	—
Tien-tsin	—	—	—
Chefoo	—	—	—
New-chwang	—	—	—
Hankow	—	—	May 10
Kiu-kiang	—	—	May 11
Chin-kiang	—	—	—
Shanghai	March 26	May 12	May 14
Ningpo	—	—	May 12
Foochow	—	—	May 13
Formosa—Tamsuy	—	—	—
Amoy	—	—	—
Swatow	—	—	—
Hong Kong	—	—	May 20
Canton	—	—	May 19
Macao	—	—	May 19
PHILIPPINES — Manila	—	—	—
COCHIN-CHINA — Saigon	—	—	May 26
SIAM — Bangkok	—	—	May 25
BORNEO—Labuan	—	—	May 22
Sarawak	—	—	—
JAVA — Batavia	—	—	May 23
Samarang	—	—	May 22
MALACCA STRAITS — Singapore	April 23	May 26	May 29
Penang	April 23	May 24	May 26

THE MAILS, &c

The next inward mail will be that bringing Hong Kong advices to May 27, expected in London on Monday next. Telegrams in advance of the succeeding mail (June 10) have been in some time, and those of June 17 are now due. Via Kiachta we have Shanghai telegrams to June 15, received on the 3rd instant.

LIST OF PASSENGERS.

PASSENGERS INWARD.

Per French mail steamer *Moeria*, arrived at Marseilles July 2.—From Yokohama: Messrs. Verry, Shimizu. From Shanghai: Messrs. Smith, David, Simpson, Farina, Fremigau, Tapic. From Hong Kong: Messrs. Domingo, Gonzalez, Lopez, Quesada, Garcia, Simon, Albarez, Da Silva, Yon, Espino, Delamy, M. le Abbe Chiron. From Saigon: Messrs. Bran, Bagl Conquerant, Caswell, Lambourke, Hugues. From Batavia: Messrs. Van Roggen, Ruyter, Watendorf, Kuppers, Van Bloremm, Van Sulkoff, Hasinus, Cummings, Kern, Madame Henry. From Singapore: Messrs. Dammler, Bungener, Michel, Deden.

Per P. and O. steamer *Great Republic*, arrived at San Francisco June 19.—For New York: Mrs. J. L. Hammond and two children, C. J. Emery and wife, Mrs. McGrath and two children, J. S. Lulum, Rev. Mr. Gunocent, wife and child, J. Boyle, Mrs. Henderson, Mrs. Goodrich, Mrs. Williamson, C. H. Cleaveland, Daniel Gaw, F. P. Almedia, Mrs. Dana and child, G. B. Thomas, W. Watson, W. Lambeth, Captain Samuel Newton, wife and child, W. S. Kauffman, J. L. McGowan. For Europe: A. S. S. Palmer, O. S. W. Walker, and James Rotherford.

PASSENGERS OUTWARD.

Per P. and O. steamer *Ripon*, from Southampton, June 26.—To Yokohama: Mr. E. H. Pratt. To Hong Kong: Mr. E. Monger, Mr. J. Russell Skey, and two second-class passengers. To Singapore: Mr. J. D. Vaughan. To Penang: Mr. and Mrs. Thompson and child. To Ceylon: Four second-class passengers.

Per P. and O. steamer *Nyanza*, from Marseilles, July 4.—To Ceylon: Mr. Wm. Somerville.

Per P. and O. steamer from Suez, July 11.—To Penang: Mr. Victor Kruger.

Per P. and O. steamer *Massilia*, from Southampton, July 10.—To Shanghai: Mr. Broughall. To Hong Kong: Mr. F. Cumberland. To Ceylon: Mrs. Halliley, child, and two sons, Mr. H. Skrine, Mr. W. B. Ainger.

From Gibraltar.—To Singapore: Mr. A. Mosley.

Per P. and O. steamer *Tanjore*, from Marseilles, July 18.—To Ceylon: Mr. F. R. Sabonadiere.

Per P. and O. steamer *Ripon*, from Marseilles, August 1.—To Batavia: Mr. and Mrs. Pietermaat. To Ceylon: Mr. W. J. Carver.

Per P. and O. steamer from Suez, August 8.—To Hong Kong: Mr. and Mrs. Bade, Mr. F. Dreyer.

Summary of News from the Far East.

JAPAN.
YOKOHAMA.

The French mail delivered this morning brings no news worth quoting from Yokohama; but by the Pacific route (the steamer *Great Republic* having arrived at San Francisco on the 19th June) we have advices from that port to May 29, of which the following is a summary:—

The Mikado arrived at Yedo on the 9th May. Numerous outrages are reported to have been committed upon Foreigners. The English Minister had complained to the Japanese Government regarding the matter.

The anniversary of the birthday of Queen Victoria was observed in a splendid manner. Sir Henry Parkes reviewed the English troops of the garrison and the marines from the fleet. There was a regatta during the day.

The whole fleet of the Mikado had arrived safely at the port of Arvomor.

Admiral Enomoto was strongly fortified on the island of Yesso, impatiently awaiting an attack by the Mikado's forces. Three of the Admiral's vessels attempted to capture the ram *Stonewall*, but the attack was unsuccessful. One of the Admiral's vessels was beached and burned.

Since the return of the Mikado to Yedo the city was full of armed men. The retainers of the Daimios had been summoned to meet his Majesty. The Parliament, consisting of 270 members, was in session in Yedo.

The markets were dull, with only a few sales of cotton goods. Woollens were unchanged. The business in silk was limited; the settlements amounted to 150 piculs, chiefly medium and lower class. The stock of silk had been reduced to 50 piculs, and prices were unchanged, with symptoms of a weakness for inferior kinds. The weather is favourable to the new crop, and the worms had successfully reached the second stage. The exports for the present season amount to 14,400 bales.

Teas: The exports from Yokohama for the season amount to 10,936,700 pounds. But few samples of new tea have been received; not enough to report on satisfactorily. Settlements for American markets, 300 piculs. The stock was low and prices firm.

Freights: To New York, per sail, £3; per steamer, 45 dols. Exchange: On London, 4s. 7½d.; on Paris, 5f. 80c.

CHINA.

SHANGHAI.

(FROM AN OCCASIONAL CORRESPONDENT.)

SHANGHAI, May 13, 1869.

The English mail of 26th March arrived here yesterday, per steamer *Sunda*. The troop ship *Adventure*, which left Hong Kong a few hours before the *Sunda*, brought news in anticipation. The Admiral sailed in the *Salamis* for Tientsin, en route to Peking, immediately after the arrival of the mail; and the *Adventure*, it is reported, will take Lady Keppel to Yokohama, there to await the Admiral. It is understood that Sir H. Keppel has gone to hold a conference with Sir Rutherford Alcock at Peking on the policy lately enunciated by the Home Government of allowing the Chinese to do as they like. It is not probable that either Sir R. Alcock or the Admiral can be in favour of such a policy, as their experience of China and Chinese must convince them, as well as every rational person, that the plan proposed by the Home Government is most likely to lead to war; whereas demanding redress for injuries on the spot from the actual aggressors is more

likely to conduce to peace. In the history of our dealings with the Chinese there is no instance of their declaring war against us. Each war that we have had with the Chinese has been initiated by us to obtain reparation for a series of wrongs perpetrated, or for breach of distinct treaty provisions. The Chinese are again becoming impressed with the idea that they can cope with Foreigners, and are strong enough to expel them from their borders. The late outrages occurring simultaneously at different places seem to go a long way towards proving a preconcerted action on the part of the mandarins. It would be desirable if it could be impressed on the Government and people at home that the Peking Government has merely a nominal power in the provinces, where the Viceroy holds almost unchecked power; and that the Chinese have never conceded to us any privileges whatever, but that all the treaty rights or powers have been extorted by force of arms. The Peking Government now exist upon the revenue derived from the Foreign trade, and are now willing to open as many ports on the coast as we desire, on the sole condition that a Foreign Customs be established and a Consul appointed. The opening up the rivers to steamers and the working of mines they steadily oppose, although beneficial to their own people; in fact, if we are ever to obtain those concessions we must take them. The desirability of bonded warehouses is now under discussion between the Chamber of Commerce and the Customs authorities, and doubtless some arrangement of the kind will before very long be arrived at. The sale of transit passes for goods into the interior by Foreigners to Chinese, which has latterly been carried on, on a large scale, in order to avoid the squeezes at the inland barriers, has been complained of by the local Chinese authorities as interfering with their revenue. The probability is that the Chinese will be forced sooner or later to alter their system, which assimilates very much to that in vogue amongst the different potentates in Africa, where each local authority squeezes as much as he can on all persons or goods passing through his territory. There is a plan in contemplation by the Customs to establish telegraphic communication from the Beacon below Woosung to Shanghai, instead of the present system of look out ships and flags. If this arrangement be carried out it may inaugurate a new era in China of progress versus inertia. A beginning has already been made by Mr. Hart towards improving the ports, and two competent engineers are at work here surveying the harbour and entrances, and putting the lights into an efficient state, and the lighthouse on Gutzlaff Island is in course of construction.

Much indignation has been aroused in Shanghai by the aspersions of the Duke of Somerset in the House of Lords against the morality of the place. He has evidently been misinformed by some foolish or designing persons, as Shanghai may compare favourably with many seaport towns in England. There is very little crime here, there being a well-ordered community of Foreigners, and the Chinese give very little trouble. A large proportion of the Foreign residents are married, and have their wives and families here, so we are at a loss to know where this great immorality is to be found. The only foundation for it seems to be that a low class of Chinese pander to the vices of the sailors on shore, but their number even is not great, and has no influence whatever on the residents.

The proceedings at the meeting of the Chamber of Commerce, held on the 7th inst., were unusually lengthy, but of great importance. The members present were:—F. Porter, Esq., in the chair; Messrs. Hogg, Lavers, Probst, Hayes, Bell, F. B. Johnson, King, Gubbay, Monro, Groom, Dow, Purdon, R. Miller, J. I. Miller, Helbling, and Gilmour. The first question discussed was that of transit dues, on which the following resolution was passed:—

"That this meeting considers that the proposed modification of the treaty as to transit dues, by which 2½ per cent. should be made payable at the ports of entry, and cease to be optional, is the least satisfactory of all forms by which the levy could be collected, and contrary to the general interest of trade, and that it would only add, by so much to the cost of taking goods into the interior; as local dues, in some shape or other, are sure to be superadded; and this meeting, therefore, still adheres to the views expressed in the Chamber of Commerce memorial, in regard to the best means of collecting transit dues."

A majority of the members voted against the proposal of the Silk Committee, that the present system of paying duties before shipment should be changed. The question of measurement of teas came up again for discussion; the balance of evidence was shown to be in favour of measurement here; but a resolution expressing an opinion in favour of this course was rejected in favour of an amendment which virtually declared the matter to be entirely a matter of option and arrangement.

The subject of bonded warehouses was also discussed, in connection with Mr. Dick's letter on the matter; and it was unanimously agreed that their establishment would be advantageous. It was suggested that a list should be opened at the Custom-house to ascertain what firms would wish to bond their godowns on the terms proposed.

The Duke of Somerset's late speech in the House of Lords was taken up, and a resolution requesting the Committee to protest against the slur cast by him on the community offered. But it was eventually left an open question whether the letter should be written merely on behalf of the Chamber, or whether the community should be invited to join in a general protest. At the close of the meeting a letter from Mr. Dick, asking the opinion of the Chamber regarding a line of telegraph from Shanghai to

the Kintoah Beacon, was read and warmly applauded. The project of course meets with warm support.

One of the grossest absurdities we have heard of for a long time is reported from Tientsin. The members of the various missionary bodies there seem to have agreed, after some difficulty, on a set of rules for the governance of the Union Church, at that port. Amongst other things, they exclude from membership all dealers in opium, and have excommunicated a respected member of the community, who has declined to promise not to sell the forbidden article. We all know that widely different views are entertained regarding the opium trade, but our missionary friends may rest assured that excommunication will not stop it. It is surprising how they can overlook the incongruity of their own action. They exclude the sinner from his only chance of conversion—persuasion at their hands.

A Newchwang correspondent of the *North China Herald* writes:—We have not heard anything about the Corea being opened, and I hope people will not be induced to ship goods on the strength of the rumour you mention, as the stock of grey shirtings left from last year is nearly all on hand yet; and holders cannot get more than Tls. 2.26 to Tls. 2.30. The *Sophie and Hellen*, which vessel was aground on West Bank, has come into port, and is loading for Hong Kong. An English three-masted schooner is ashore; boats have been sent to her assistance. The *Kiushiu* is loading the first cargo of beancake from the steam factory for your port.

The Hankow correspondent of the *Evening Courier* writes:—We understand that the market for the new tea crop in some of the country districts has been opened at comparatively low prices. At Yung-low-long the tea leaf has been bought at 400 to 420 cash per catty, equal to about Tls. 26 in Hankow. At Nip-kassee the prices were 320 to 340 cash, equal to Tls. 22 to 23. From the Onfa country no news has been received. Musters were expected at Hankow about the 20th inst.

HONG KONG.

The present inward mail left Hong Kong on the 20th May, on which day the outward mail of April 9 was due there. Up to the hour of going to press none of our despatches from this port have come to hand, from which we infer that they have all missed the steamer, or in some way miscarried. On making inquiry we have ascertained that many of the principal firms, &c., connected with China are also without any Hong Kong papers.

Some changes have recently taken place in the Foreign Consulates in China, a record of which may interest our readers. Mr. Tettenborn, late Consul-General at Shanghai, has been recalled; and Mr. Anneke, late Chancellor of N.G. Consulate-General at Butcharest, has been nominated Consul of the North German Confederation at Shanghai. He arrived in the last French mail, and proceeded immediately to take up the duties of his post. Since the departure of Mr. Heinssen (of Messrs. Siemssen and Co., at Shanghai) to Europe, half a year ago, the Hanseatic Consulate has been given over to the Prussians. The hitherto existing Prussian Vice-Consulate at Shanghai, of which Mr. Probst has been the Vice-Consul, will, on the establishment of the N.G. Consulate there, be dissolved. At Canton Baron Carlowitz has been nominated as Consul of the North German Confederation, but the Consulate has not yet been established, owing to the temporary absence of that gentleman, who is at present at Peking, but will return very soon. Mr. Eimbecke, partner of Messrs. Carlowitz and Co. in this colony, has been nominated as Consul of the North German Confederation; and we hear that the Prussian Consulate here, with that of the Hanseatic Towns, now managed by Messrs. Pustau and Co., will be handed over to the gentleman in question. The Consulates at Hong Kong and Canton will receive a salaried Chancellor; this is some improvement in German policy in China, because if the Confederation avoids the large (!) expenses of creating salaried Consuls, it at least sends salaried Chancellors who have studied in universities. Why does it not send out student interpreters?

PHILIPPINES.

—o—

MANILA.

The following important communication, dated the 4th May, and received from Her Majesty's Consul at Manila, detailing certain important modifications of the customs, export, and port dues for the Philippine Islands, is published in the *Hong Kong Government Gazette* for general information:—

H.B.M.'s Consulate, Manila, May 4, 1869.

SIR,—I have the honour to transmit herewith inclosed to your Excellency a decree in translation, issued by the Provisional Government at Madrid on the 29th December, 1868, and published in the *Manila Gazette* on April 5 last, relating to certain modifications in the customs dues of this place.

The advantages offered by this reform on the present rate of customs' dues most worthy of notice are the reduction by 50 per cent. of the differential duties, and their total abolition at the end of two years from the date of the "cumplase," i.e., from the 5th April last, the suppression of all export dues, and the merging of several troublesome port-taxes into one charge.

Such measures, I need hardly remark, are likely to produce a salutary

influence on the future commercial interests of this colony. The decree in question will, I believe, be brought into operation in the course of the present month.

I have the honour to be, with the greatest respect, Sir, your Excellency's most obedient and most humble servant, G. T. RICKETTS.

His Excellency Sir Richard Graves MacDonnel, C.B.,
Governor of the Colony of Hong Kong.

TRANSLATION.

Art. I. The Reform of the Customs' Tariffs of the Philippines which was effected and brought into operation by the suppressed General Finance Superintendency, in compliance with the Royal Order of 21st November, 1860, is approved; with the modification, that for all operations of Revenue, the metrico-decimal system shall be followed, and woollen fabrics be classified by weight like the rest, instead of the dues being graduated by lineal measure of the pieces.

Art. II. The modification resolved on by the said Superintendency in portions of the Tariff in this form are approved of.

Lot 35. Duty on Geneva spirit, wormwood or others, including the outside case; the duty is retained as in the Tariff, but the outside cases shall be taxed separately.

The Intendency, taking the opinion of the administration of the department, will grant a proportionate reduction in the duty on this article, which, as the substitution of that reform is contrary to the usual practice of Custom Houses, will be submitted to the Supreme Government, without, however, preventing it from being at once put in force *ad interim*.

Lot 268. Impure Carbonate of Soda reducing the valuation of 16 assigned by the tariff, to 8.

Lot 1,035. Smooth corduroys and velvets, worked or stamped, are taxed at the rate of 260 escudos the quintal, instead of 520 as fixed in the said lot.

Lot 298. Barley stripped of the husk pearled or peeled, the valuation is reduced to 24 escudos per quintal, instead of 1½ dollar per lb. as fixed in the tariff.

Lot 1,004. Cotton crimson cochineal colour for weaving.

Lot 1,005. Cotton, white, raw, or of other colours for weaving.

Lot 1,006. Cotton, yellow, rose-colour or green, for weaving.

The merging of these three Lots into 1,005 being stated in the following form.

Spun Cotton for weaving raw, white, or coloured; quintal 120 escudos, dues 7 or 14 per cent. according to flag proceeding from abroad, or 8 or 8 per cent. respectively if the exportation be national.

Tariff of mixed woven stuffs. The addition to this Tariff of the cloths fine Lastings, Cashmeres and serges of wool and cotton, by halves in warp and wool, at the valuation of 75 cents of a dollar per square yard; valuation in future will be modified by unity of weight according to Article 1 of this decree.

The explanation referring to the conditions of light stuffs, in the sense that any cloth which between every two threads admits another of the same thickness shall be considered as light stuff not pressed close.

And the declaration of freedom from Export duty of the Coal from the mines of Cebu.

Art. III. The Intendency will dedicate itself in preference to the new reform of the tariff, reducing by 50 per cent. all the charges mentioned therein over 3 to 8 per cent. the averages scale of duty; and by 50 per cent. the differential duty on foreign flags, which shall be kept up for the space of two years, to be counted from the time this decree is endorsed by the "cámlase," both charges being suppressed at the end of that term.

Art. IV. That in the new tariff the export dues on all articles charged therewith be suppressed; the exporters, nevertheless, being still compelled to declare the goods which they export, their quality and quantity, and it being the duty of the customs' administrations to supervise and make note thereof, in order to frame the commercial statistics of the Archipelago.

Art. V. The tax of 2 per cent. upon European goods imported in Spanish ships proceeding from the ports of Asia and Oceania, and that of 1 per cent. on those proceeding from Singapore are suppressed likewise.

Art. VI. The Intendency, on consulting with the Councils of Tariffs and Finance, will merge into one sole tax, to be called "Discharge Tax," and which shall be paid according to the tonnage (ton of 1,000 kilogrammes) of the goods discharged, all the duties known at present by the name of light cleansing, anchorage, shipment, and discharge, and others of the kind; managing so that the amount of the new tax may represent the due equivalent of those suppressed; different scales being drawn up for ships navigating the high seas, for coasters, and among them for ships measuring less than twenty tons. When a vessel in distress or from other cause is forced to transfer its cargo to another, or to discharge it to be re-shipped afterwards, it will not pay the duty, which is only to be exacted from goods discharged for the purpose of being introduced into the islands.

Art. VII. The Discharge Due will be collected by the Custom House, the amounts, like all other general Taxes, being paid into the public Treasury.

Art. VIII. The Customs' Administration of Manila will at once take charge, with the character of Central Administration of that branch, of the despatch of the business confided for this purpose to that of taxes. The chief of the latter will retain nevertheless the title of Inspector of the Revenue, together with the duty of conducting the proceedings of invalidity or complaint against the decisions of the former.

(Signed)

AYALA, Colonial Minister.

Madrid, 29th December, 1868.

TRANSLATION.

Art. 1. The introduction of ships of all kinds into the Philippine Isles, of wood as well as of iron hulls, is permitted on their satisfying the following duties:—

	Escudos.
Those of wood, up to the burden of 100 tons, of a cubic metre, will pay per metrical ton ...	13
From 101 to 800 tons, idem... ..	10
From 801 upwards, idem	5
Those with an iron hull, whatever their burden ...	5

Art. II. When foreign vessels have been repaired in the Archipelago,

and put in a perfectly navigable condition, and their owners desire to nationalise them, they will pay only four escudos per ton, if the repair cost more than three times the value of the ship's purchase-money, and eight escudos if it should be more than double and should not amount to treble.

Art. III. The tons of a cubic metre treated of in the preceding articles shall be what the ships measure in bulk, without any deduction of space or compartment below deck. But the duties on all instruments, machinery, tools, and chattels referred to in notes 20 and 21 of the Customs' Tariff in force in the Peninsula, are included in the dues thus fixed per ton.

Art. IV. Every Spanish ship may be freely careened and surveyed in any foreign place.

Art. V. Owners of Spanish ships may freely sell or hypothecate them to countrymen or Foreigners, to which end Art. 592 of the Commercial code is abrogated.

Art. VI. Ships may be manned by the number of men agreed upon by the owner and captain, in accordance with Art. 24 title 10 of the existing Registry laws, and with the 1^o and 4^o of the Royal decree of the 27th November, 1867. When the captain or owner cannot find a sufficient number of Spanish seamen in a Foreign port, the crew may be completed with Foreigners with consent of the Consul or of the naval authorities.

Art. VII. Materials of all kinds imported for the construction, careening or repair of iron or wooden ships, of whatever tonnage finished material necessary for their armament, and material introduced for the construction and repair of marine steam boilers, whatever be the system or forces of the said apparatus, will pay the dues fixed in the Customs' Tariff; but the dues will be returned to the constructors and manufacturers, upon their petition, when the introduction and employment of the said material and effects, in the aforementioned constructions or repairs of ships, machines, or boilers, has been proved.

Art. VIII. For the reimbursement of the dues the weight or volume of the materials or effects as noted in the tariff will be compared with the weight or volume shown by the made or completed work, so that the proportion of dues corresponding to the waste or dismantled parts, which result from the construction or transformation thereof on their application to the works aforesaid, goes to the benefit of the revenue.

Art. IX. Articles 387, 390, and 391 of the instructions of the Philippine Customs are abrogated.

(Signed)

AYALA, Colonial Minister.

Madrid, 29th December, 1868.

BORNEO.

PIRACY ON THE SARAWAK COAST.

(FROM A CORRESPONDENT.)

It is now some years since a pirate has been heard of or seen in these seas; in fact, not since the Sarawak steamer *Rainbow* destroyed the Sooloo fleet off Tanjong Kidorong. On the 21st April, however, an express boat arrived at Sarawak from Bintulu with the intelligence of a Lamur boat having attacked several trading boats, killing or capturing the crews, and plundering the boats, which, being unarmed, had fallen easy prey to the ruffians. This boat, it was said, being a very fast one, was in advance of her consorts, who, however, to the number of nine, were on their way down from Labuan, where they had been as traders, and having disposed of their cargoes, had then laid in stocks of arms and ammunition. On receipt of this news A. C. Crookshank, Esq., Administering Government of Sarawak, at once started off in pursuit with the gunboat *Heartsease*, followed by the steamer *Royalist*, and as it was probable that the pirates would divide their forces, one half keeping out to sea, the steamers did likewise, the *Heartsease* creeping in shore, while the *Royalist* kept in deep water, eight or ten miles out, with orders to rendezvous at the Redjang next morning. Going out of the Moaratabas river the *Heartsease* met and spoke H.M.'s gunboat *Starling*, which proved to be from Labuan on the same errand, and about to run into Sarawak for coal. She got enough wood to carry her on to the Redjang, and on the *Royalist* arriving there her fuel was transferred to the *Starling*, and she was sent back to Sarawak. The two gunboats then, finding no signs of the piratical fleet at the Redjang, proceeded towards Muka, but, owing to the dullness of the *Starling*, the *Heartsease* reached that place eighteen hours before her, and hearing then that a pirate boat was on its way back north, pushed on at once for Bintulu, when they found that the Lamur had been seen passing the river, on which Mr. Sinclair, the Assistant Resident of Bintulu, manned and armed five boats, carrying 100 men, and with these he chased the pirate, eventually capturing him off Kidorong, the scene of the *Rainbow's* gallant exploit. All the pirates on board, nine in number, were killed, two little boys were taken alive, and the captives released, excepting one man accidentally killed, and a woman who, having been wounded during the chase, was put an end to by one of the pirates. The boat was full of valuable plunder and specie, but unfortunately the Bintulu people boarded her all at once and on the same side, so that she heeled over, filled, and sank, whereby the conquerors lost a most valuable prize, and one which they richly deserved.

Had it not been for Mr. Sinclair's prompt and energetic action these rascals would have got clean off, as the *Heartsease* would have gone past Bintulu, and the *Starling* would certainly have not caught them; she only steams about five and a-half knots, and those who known Lamurs need not be told that they pull easily quite as fast as that; moreover, her *Labuan coal* smoke betrays her long before she could sight a pirate craft, and these gentry, on catching sight of her smoke, creep in shore, and lay close in some creek or small river until she has passed; in fact, they did so, according to the depositions of some of the captives. The *Heartsease*

burns one sort of wood, which gives little or no smoke, and that white, so that end on the officers of the *Starling* did not recognise her as a steamer until she got quite close, while the *Starling's* smoke was seen from the *Heartsease* two hours before she was spoken.

As only one boat was seen, and the boy prisoners and captives agree in saying that she had no consort, it is probable that the report of there being ten boats was simply an exaggeration; but it is said that on the day the *Starling* left Labuan two large Sooloo boats sailed thence with large stocks of lilies, muskets and ammunition bought there. These may possibly have gone towards the Natunas, as they have not been seen on this coast.

It is astonishing the amount of mischief effected by this one boat; she plundered ten boats, killed ten men, and captured eleven or twelve, the rest managing to escape on shore. It also shows how daring these men are, when one boat carrying eleven men braves the whole population of this coast.

This boat came from Jawie Jawie, and, according to the two boys, all alone, with the understanding that if they got back safely they were to pilot a whole fleet which they say is being fitted out at Jawie Jawie, to consist of ten boats, with the brother of Datu Mout, who was killed in the fleet taken by the *Rainbow*, as commander; the lads say the intention is to sail round Borneo, going eastward, first by Coti point. Both these boys agree in their statements, and no doubt some plan of the kind does exist; they could hardly have invented such a tale.

FOREIGN TRADE WITH SARAWAK.

The trade of Sarawak with foreign countries has fluctuated a good deal during the last six years, but on the whole the returns present a satisfactory appearance, as will be seen by the following comparative statement:—

Year.	Imports.	Exports.
1863	\$414,756 ...	\$386,439 ...
1864	556,366 ...	636,598 ...
1865	504,200 ...	464,834 ...
1866	372,640 ...	332,666 ...
1867	300,468 ...	833,190 ...
1868	401,395 ...	446,348 ...

The years 1864-65 were extraordinarily busy years, caused entirely by a sudden demand for gutta percha and india-rubber, two of the principal articles of export, and on the ceasing of inquiry for these articles the trade fell off during the two following years, but in 1868 showed symptoms of again improving, and the demand for gutta percha having this year again appeared a further increase in both imports and exports may be looked for. The extent of the trade, however, is only about one-half of what might be done were more attention directed to the country and more activity infused into the port by the introduction of capital and British enterprise. The local trade is entirely in the hands of Chinese, and only one single European firm exists, while there is room both in Sarawak and at the rapidly improving outposts on the Redjang, Muka, and Bintulu rivers for the successful establishment of mercantile houses. It is a great mistake to fancy that the trade of Sarawak is a monopoly; it is, with the single exception of one mining monopoly, perfectly free; the import duties are very light, and only levied on certain articles, such as wines, beer, spirits, and tobacco; while the exports are free, except timber, which pays 1 dollar per ton, and raw sago, which pays 60 cents per 100 passus, about 2½ tons. The chief articles of import are cotton goods, iron and steel, brassware, tobacco, treasure, and opium, the last named article being, as usual, in the East, prohibited, except to the Government farmer. The exports consist of raw sago, sago flour, gutta-percha, india-rubber, rattans, canes, damar, and other gums, birds-nests, beeswax, camphor, antimony ore, timber, gold dust and diamonds. A quicksilver mine discovered in 1867 has been opened by simple quarrying, and some samples of Cinnabar have shown 70 and 80 per cent. on analysis. Coal has been found lately not far from Sarawak, but as yet no arrangements have been come to for working it.

The outports are making very rapid progress; the coasting trade during the past year amounted to 1,548,994 dols., and the Foreign trade to 194,159 dols.

The total value of the trade of the territory of Sarawak, home and foreign, may be taken at 2,600,000 dols. for 1868, and will, in all probability, reach three millions of dollars this year, and this trade is carried on by one European firm and a few Chinese! The whole territory is covered with immense forests, and the supplies of gutta percha, rattans, &c., may be said to be inexhaustible, while the valuable timber would keep half-a-dozen steam sawmills going to very profitable tunes. Sarawak is very rich in minerals, but capital would be required to work them; and careful surveys by experienced mining engineers would have to be made in the first instance, as most of the really valuable mines lie hidden in the dense forests.

JAVA.

(FROM OUR SPECIAL CORRESPONDENT.)

SAMARANG, May 22.

The damage occasioned by the breaking down, some time since, of the dam of the railway at Kedoeng Djatti having been completely repaired, the line will be opened for traffic in July as far as Solo, a distance of 109 kilos. from Samarang. The line at

present is only running as far as Kedoeng Djatti, a distance of thirty-five kilos. The traffic at the present time is about 3,500 per month for natives, 3rd class, and about 400 Europeans in 1st and 2nd class. This return is for the past two months, and represents the traffic out of season; when the crops of coffee, sugar and indigo come in the traffic will probably be more than doubled. The carriage of a portion of this season's produce has been undertaken by the railway company, and will prove a large source of profit, or rather of saving, to the planters. At present a large quantity of the produce goes by a circuitous river route to Sourabaya, occupying weeks in the journey, as the tea does in many parts of China. When will the sound of the railway whistle be heard in that country? The receipts of the company up to the present time have been trifling, but will largely increase when the goods traffic comes into operation. A line is in course of construction, and is expected to be completed in 1870, from Kedoeng Djatti, by Temporan, to Ambarawte. Another is also commenced, which may be completed in a couple of years, from Solo to Djokjakasta, where there are many factories. The same company has in hand the line from Batavia to Buitenzorg; but this is without a guarantee from Government,* while the lines have a subsidy of 1½ per cent. per annum on the authorised capital, seventy million guilders. The difficulties experienced in laying the line have been considerable, owing to mountain torrents and floods. The company would have saved a large sum and much time had they contracted with a firm of experience in constructing Indian railways. The cost of these Java lines is enormous.

The Samarang merchants being dissatisfied with the cargo boats running here have subscribed a capital of 300,000 guilders, for the purpose of forming a cargo boat company and building more suitable boats. The directors are Mr. McLachlan, of the firm of Messrs. McNeill and Co., the agent of the Trading Company; Mr. Erdman, of Gelherman and Co.; and Mr. Jacob, of Moorman and Co.

The construction of the new canal in connection with the railway is now nearly completed, and it is expected will be opened next October. The entrance to the canal is decidedly too narrow. The canal was much wanted, and nothing but the long suffering endurance of the Dutch could have put up with the miserably small and filthy stream which now exists. It is generally blocked up with boats, and the landing-place and road to the town for passengers is a disgrace to a civilised Government; but this condition of affairs is no exception to the general run of the town, which is in a most deplorably uncared-for condition, entirely without drains, unless dirty open ditches can be so termed. Such is the condition of Samarang in 1869—utterly disgusting, cholera and fever stricken by the marshes, and filth on all sides. The inhabitants should combine (they include many wealthy merchants and planters), and have the town drained, roaded, and lighted by Government, by a Municipal Council, or by some other agency, but they certainly should not dwell in such dirt and discomfort, whilst at the same time they are rolling in wealth.

An extra steamer leaves here on the 26th for Batavia, to carry passengers to the Festival. The enthusiasm here with regard to this event is conspicuous by its absence, and the subscriptions collected by the committee of management amount to a few pounds only, and at Sourabaya the same. The truth is, that the Dutch and other nationalities in Java are almost to a man disgusted with the Government of Holland, whose system is simply that of using Java as a lemon, to be squeezed as required. It is really lamentable to witness the want of development of a country and soil second to none in the East. Java requires a Governor-General and a Council to legislate on the spot, and take the responsibility of acting according to the actual requirements of the place, and not merely follow blindly the suicidal orders which come from the Home Government. A Governor-General who would resign rather than act against his conscience for the well-being of the country would be a martyr that the inhabitants of Java would not pass over without substantial support for his self-sacrifice in their behalf. Your readers must understand that the voices raised here against the policy of the Government are not simply those of a few English or other Foreigners, but proceed from the Dutch themselves in every part of the island. They feel daily that they suffer from the want of development of the land and general resources of the country. The tracts of land unimproved are immense, and the Government will neither sell nor improve it. The estates which are leased out are only for ten years, and as the occupier has to run the risk of getting a renewal, what outlay will he make on such a holding? The Dutch Government are owners of the land, and they should realise on it, and give up being themselves merchants. It must come to this. Give up forced labour, and people will cease to talk about a rising, as they now continually do.

Samarang, like Batavia, and other ports of Java, has its Chinese population, who turn their trading abilities to good account, and arrive at considerable wealth and position. Of course some remain purely as labourers and itinerant vendors of "chow chow" stuff and "necnacs." Some of them carry in baskets all descriptions of European sundries for ladies, including cotton, pins, tape, &c. The number at Samarang, and on plantations in the in-

* A Government guarantee has been granted; see *London and China Telegraph*, March 22.—Ed. L. and C. T.

terior, is computed at 50,000. There are, also, a large number of Arabs and Jews, who likewise become wealthy as traders.

Steam tugs for the straits and coasts of Java are much needed, and there would be no obstacle offered to any nationality undertaking this enterprise. Vessels are often weeks knocking about in calms and currents, merely for the want of a few hours' steam. The ship *Athol*, from London, is now over five months out, and is probably beating about not a hundred miles distant. In the Straits of Sunda alone there is employment for a couple of tugs. The vessels to and from China would certainly be good customers.

Samarang is still without a harbour, and in the west monsoon communication with the shore is often impossible for days; even steamers have to take their cargo and passengers on to Batavia or Sourabaya. There is nothing but the open roadstead, notwithstanding that Samarang is an important loading port for produce for Europe, &c. The lights along the coasts are also very deficient, and it is only recently that a light has been completed on the North Watcher. This is to be opened next month.

The troops in Java are composed chiefly of natives; out of the total of 25,000 or 30,000, less than a third are European; these Europeans are very well dispersed throughout the regiments; the Dutch not having committed a similar mistake to that made in Bengal. There is this to be said, however, that English troops will not amalgamate with natives. Your English soldier is of higher metal than the Swiss, German, Dutch, and Italians composing the recruits from Holland, who come out on six year's service. Not twenty per cent. of them find their way back to Europe; what with the climate and expeditions to Borneo, &c., about seventy per cent. die, while many marry native women, and get some employment. The Government allow these soldiers to take up with native women, and even pay their passages, when they are transferred from place to place in Java. This is done to avoid disease; but here again the character and discipline of the British army in India would not permit of this custom being followed.

The action which was brought against the old Steam Company by Mr. Versteeg, of Sourabaya, for missing the connection with the French mail at Singapore, has just been decided in his favour, and damages will be assessed accordingly.

(FROM ANOTHER CORRESPONDENT).

BATAVIA, May 14, 1869.

The three last days of May are to be kept as holidays, in commemoration of the two hundred and fiftieth anniversary of the foundation of Batavia, by Governor-General Jan Pieterzoon Koen (1619). On the 29th the first stone will be laid by his Excellency the present Governor-General, P. Myer, for a monument to the founder of Batavia. In the evening there will be a grand concert in the Opera-house. On the 30th a flower show will be held in the Botanical and Zoological Gardens, where there will be a grand illumination and fireworks in the evening. On the 31st, distribution of prizes for the flower show in the above-named gardens; and in the evening the festivities will finish off with a grand fancy dress ball at the Civil Club. When we consider the length of time the Dutch have held Netherlands India, and the little they have done for it during an almost uninterrupted possession of two and a-half centuries, we cannot refrain from asking what there is that justifies the jubilee they intend giving; what there is to be proud of in their past acts towards either their own countrymen or their native subjects. When we think that until very recently all was darkness and oppression, actuated by a sordid love of gain, unmindful of the wounds it caused, and that even at the present moment three fourths of her subjects are as benighted as they were when Holland first conquered them, is it a wonder that in those sordid souls there should arise in the midst of intended rejoicings a "a conscience which doth make cewards of us all," fearful of a coming retribution, which is only in their imagination? We allude to the general fear existing amongst our European community of a rising of the natives during the festivals, and caused by an insignificant outbreak at Becassie, a district about twenty-two miles from the capital, on the 3rd April last, by a band of vagabonds, who managed to murder the Assistant-Resident of the district, a scout or police officer, a native doctor, and a couple of native policemen, who had gone to meet them on their way to an estate belonging to a Chinaman who had turned Mahomedan, and who had been in the habit of screwing it out of his tenants. He, however, escaped. If we are to believe the reports about town, plots against the Dutch rule, having branches all over the island, have been discovered, but fears are entertained that, though these have been discovered, they are not yet totally frustrated. The approaching storm is the topic of the day, and though some pretend to laugh at the fears of their friends, there is an evident uneasiness in their own minds, however much they may wish to conceal it; in fact, the uneasiness is general, and it is supposed that the jubilee will be, if not a total at least a partial failure. That there is discontent amongst the natives there is no doubt; but that they intend to rise I very much doubt. Indeed, I do not give them credit for sufficient courage to attempt it, notwithstanding the fact that we have lost all prestige here. But discontent is not rife amongst the natives only. Our European population is also unsatisfied with the way in which legislation is being carried on in the "Vaderland." The army is grumbling, and has held meetings to demand amelioration

of its present condition. The selfish policy of the Home Government begrudges even the common necessities of an Indian life to the handful of faithful soldiers who keep their possessions of eighteen million souls in subjection for them. Such conduct towards and treatment of their brave little band can scarcely prove *amoris stimuli*. Business is extremely dull. The late tremendous failures of European and Chinese houses have given a blow to our commerce which will long be felt. The French coolie ship *Tamaris*, from China, for Havana, with three hundred coolies, which had been deserted in the Straits of Sunda by the European mates and crew landed here last month, has been picked up at sea by a Dutch man-of-war sent after her, and taken into Padang, on the west coast of Sumatra. The captain, whom the crew reported had been left on board bound hand and foot by the coolies, but who the latter swear jumped overboard when the crew left the ship, is missing. The chief mate, of whom the ship's log gives a very bad report, has been sent home overland. The crew have been taken to Padang by the French Consul to be confronted with the coolies, and an officer of the French mail boat has proceeded to that port to take the ship on to her destination. The affairs of the Tramway Company are improving. Shares which a few months ago were being thrown away for a mere song, have gone up, and are to-day quoted at sixty premium. It is really delightful to see what a general use is made of this mode of locomotion, both by the Europeans and natives. The latter seem to have cast away all old prejudices, and mix with their wives in the same carriages with Europeans. Your readers will be surprised to learn that 250 years have not been sufficient time to give us proper means of conveyance, and that at the present moment we have but an embryo railway of about twenty miles at Samarang. Had we been in the hands of any other nation Java would have been intersected by railways twenty years ago. Her produce could amply pay the expense of laying them down; but we are Dutch, and would be traitors to our proverbial slowness were we to hurry on like other folks.

STRAITS SETTLEMENTS.

SINGAPORE.

The present mail brings advices from Singapore to the 29th May. The outward P. and O. mail of April 23 was delivered there on the 26th May (two days early.) The latest London telegrams extended to May 15. We select the following items of news from the *Straits Times*:-

It is very probable that his Excellency the Governor will proceed to Java in a week or two, on a visit to the Netherlands Authorities there, which, rumour says, has something to do with a revision, or at least interpretation of the treaty of Holland of 1824. The Governor, who is believed to have warrant from the Foreign Office for his intended voyage, keeps his own counsel; and it is uncertain when, or how, he may decide to go. A strong opinion has been expressed, that if the visit be undertaken in Imperial interest the cost should not fall upon the Colony; but yet, if the object be to rectify such a treaty as that under which the Dutch are forcing their way on the north east of Sumatra, it is impossible to deny that the benefits will accrue to the Penang division of the Colony.

The *Penang Gazette* seems to be authoritatively informed respecting his Excellency's approaching visit to Java; it has the following paragraph on the subject:—"The Governor will proceed to Batavia early in June to meet the Governor-General of Netherlands India. We understand that the Foreign Office, for which Sir Harry Ord ably and satisfactorily conducted a negotiation with the Dutch Government some years ago at the Hague, has entrusted him with the duty of discussing with the Government of Netherlands India the objections that have been taken to the acquisitions of territory which that Government has for many years been making on the east coast of Sumatra. Sir Harry Ord's efforts will doubtless be principally directed to obtaining an effective guarantee that our trade with the Pepper ports will not, at any future time, suffer from heavy duties or monopolies. If he succeeds in this, there can be no question that it will be for our interest, as it clearly will be for that of the Malay and Batta natives, that all the countries on the east coast should exchange their present semi-piratical, slave-dealing and sharp-trading rulers for a strong European Government."

It is rumoured, but we cannot say with what degree of truth, that a new Red Flag Secret Society has lately been organised by the Kling boatmen residing in the district of Teluk Ayer. Should this rumour have any foundation we trust that the police authorities will keep a watch on them.

We learn from the Penang papers, "That five thousand acres of land at the Dindings have been applied for by Penang people, chiefly Chinese, in the expectation that it is to come under our Government. This is nearly the area of Pulo Pankor, and shows that if a large province, extending back towards the Perak river, and northward towards the Krian were occupied, its progress under a liberal administration would be rapid. The island and the tract of hillocks and creeks on the right bank of the river, devoid of streams of fresh water, are not worth having, and would, under the colonial system of Government, be a burden on the finances of these Settlements."

The same papers also state that "the Dili tobacco exported from Penang has, it seems, received a high character from the Bremen merchants. It has a fine and silky texture, and is used in the outer envelopes of cigars made of common tobacco, and hence the high price, sixty dollars per picul, that has been obtained. The tobacco which is grown in small patches in Province Wellesley produces, when manufactured, a capital article; but the plant requires a good soil, and plenty of manure. Some of the virgin soils of the Dindings will probably yield two or three crops of tobacco without manure, and if prices are encouraging the cultivation may be tried upon them. Tobacco seems to be one of the most exhausting crops grown, and only one is taken from the rich lands of Dili. A rich soil and successive long fallows seem to be required for the cultivation of this plant, which is such a luxury of civilised as well as of savage life."

The following, on the movements of Governor Ord, is from the *Straits Observer*—

The Government steamers continue their active service. Last week the *Peiho* was used to convey his Excellency the Governor, his friends, dogs, &c., to Johore, that they might enjoy a day's shooting, the party returning, we believe, the following day. We have been unable to learn the amount of game bagged on this excursion, but it can scarcely be sufficient to excuse the amount expended in coals, &c.

Whether his Excellency and the officials who accompanied him took advantage of the opportunity to transact some important public business, or whether, in addition to providing free passages for them, their travelling allowances will have to be defrayed out of the colonial exchequer, has not yet transpired. The party could have gone overland in carriages, on a good road, to Sungie Krangie, and thence across the water in some of the many ferry-boats plying there; but as this would involve personal outlay, the trip may be set down as another of the wanton extravagancies of which we so loudly complain.

We learn also that the *Peiho* is to go to Java very shortly, to convey the Governor on official business. What the nature of this business is at present a State secret; but as the Governor has no independent power to make treaties with the native States, it is barely possible that some petty excuse has been invented, in order to saddle upon the colony the expense of all the Governor's holiday-making. The cost of maintaining the *Peiho*, as she is at present used, is quite enough for the Colonial treasury to bear; and we can only trust to the good sense of Earl Granville to save us the continued heavy burden of supporting a vessel nearly double her size, for the especial accommodation of the Governor and his personal friends.

EXPORT OF TEA AND SILK, SEASON 1868-69.

TO GREAT BRITAIN.

Date.	From Kana-gawa & Nagasaki.	From Shanghai and Hankow	From Foo-chow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SIL Total Bales & Cses
From June 1, 1868, to April 30, 1869	733831	70638837	53399568	...	15790745	140612981	...
Corresponding period last season	1059770	56697799	44081433	...	14291892	117030394	56002
<i>Shipments Since;</i>							
April 21 per Chillingham	From Shanghai				...	10,276	
28 ... Thermopla (via Foochow) ...	Do.				...	367,276	
May 15 ... Travancore (ml. str.) ...	Do. &c.				...	...	518

TO UNITED STATES.

From June 1, 1868, to April 30, 1869	...	...	...	...	42029450	Pels. 1781
Corresponding period last season	...	...	...	...	34059972	1196

TO THE CONTINENT.

From June 1, 1868, to April 30, 1869	...	...	...	...	4096139	Bales. —
Corresponding period last season	...	...	...	...	1425456	—

TO AUSTRALIA.

From June 1, 1868, to April 30, 1869	...	...	...	...	16,781,899 lbs.
Corresponding period last year	...	...	...	...	12,050,083

Shipments Since; None.

Shipping Intelligence.

ARRIVALS.

At SHANGHAI.—From Shields, May 9, Seringapatam.

At SINGAPORE.—From Liverpool, May 23, Dewa Gungadhar, H. Courage; from Cardiff, 23, Matador; 27, Codan; 28, Maasselus, Violet, Metis, William Mitchell; 29, Cornelius Smit; from Downs, 29, Maitland; from Rotterdam, 22, Cornelia Hendrika; from Glasgow, 24, Lochlevyn Castle.

At SAIGON.—From Cardiff, May 12, Empress.

DEPARTURES.

From SINGAPORE.—For London, May 28, Francis Billett.

From SAIGON.—For Falmouth, f.o., May 12, Nederland.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—June 17, at San Francisco, from Hong Kong, Windward; July 1, at Falmouth, from China and West Indies, Patrician; 2, at Falmouth, from Bangkok, Isles of the South; 3, at Liverpool, from Java, Deukehandige.

DEPARTURES.—July 1, from London, for Hiogo and Yokohama, Johanna Maria; for Osaka and Hiogo, Sampan; for Shanghai, Omba; for Cardiff and Japan, Pysche; June 28, from Cardiff, for Hong Kong, Hansa; 29, from Shields, for Batavia, Freia; from Rotterdam, for Batavia, Jacoba Helena; May 22, from Buenos Ayres, for Ceylon, St. Pierre; July 3, from London, for Singapore, Panic; for Cardiff and Hong Kong, Fort Regent; 2, from Glasgow, for Manila, Maria de C.

LAID ON.—At Glasgow, for Singapore, Kate Carnie; at London, for Hong Kong, Borealis.

SPOKEN.—Anna Nelson, Liverpool to Shanghai, May 4, 22 S., 33 W.; Oliver Cromwell, Swansea to Singapore, June 11, 8 S., 33 W.; Killarney, for Hong Kong, May 27, 5 S., 31 W.; Ravensbourne, London to Japan, April 25, 16 S., 28 W.

MISCELLANEOUS.—At Mauritius, May 31, Sidonie, Bourge, from Singapore; at St. Vincent, C. V., May 25, Moneka (s.a.), Barkley, sailed for Japan.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

ALABASTER.—On the 21st June, at 71, Cadogan-place, Sloane-street, Mrs. Henry Alabaster, of Slam, of a son.

DAVIS.—On the 15th May, at Alexandria, the wife of the Rev. E. J. Davis, H.B.M.'s Consular Chaplain at Alexandria, of a son.

DE LA CONDOMINE.—On the 21st June, at Bedford, the wife of Robert C. De la Condomine, Esq., of a daughter.

RIACH.—On the 8th May, at Hong Kong, the wife of John Riach, Esq., of a son.

RIPLEY.—On the 30th June, at Farm-terrace, Clapham, the wife of Horace Ripley, Esq., of a son.

WEIR.—On the 12th June, at Newcastle-on-Tyne, the wife of James Weir, Esq., of Singapore, of a son.

MARRIAGES.

BERGMAN—SIBLEY.—On the 14th June, at All Saints' Church, Bayswater, by the Rev. W. A. Newton, Robert Henry Bergman, of the P. and O. Company's service, to Louisa Mary Spry, youngest daughter of the late Captain Edward Reynolds Sibley, of the 37th Madras Grenadiers. No cards.

BUNTING—LIDGETT.—On the 21st June, at Christ Church, Regent's-park, by the Rev. H. W. Burroughs, Percy William, only son of Percival Bunting, Esq., to Mary Hyatt, second daughter of the late John Lidgett, Esq., of Tunbridge Wells.

LETHEM—HOBBS.—On the 16th June, at St. Mary's, Islington, Alexander Lethem, of Douglas-road, N., to Alice Costley, second daughter of H. J. Hobbs, Esq., of Church-road, Islington. No cards.

PECK—BAXTER.—On the 17th May, at Galle, Ceylon, by the Rev. J. Clarke, M.A., Leonard Wm. Peck, H.M.'s 59th Regt., to Julia, youngest daughter of the late Charles Frederick Baxter, of London.

WHITE—BLENKINSOP.—On the 16th June, at St. Mary's Church, Bathwick, by the Rev. H. M. Scarth, rector, Francis William White, Esq., Commissioner of Customs, Ningpo, China, youngest son of the late Rev. J. White, M.A., to Alicia Mary, daughter of the Rev. W. T. Blenkinsop, late Senior Chaplain, Madras Establishment. No cards.

DEATHS.

WATSON.—On the 13th June, at Blachford House, Aberdeenshire, aged thirteen months, Edith Bannerman, youngest daughter of Mr. and Mrs. J. P. Watson.

REUTER'S TELEGRAMS.

(RECEIVED VIA GALLE, JUNE 28.)

CHINA AND JAPAN.

HONG KONG, JUNE 9.—A scientific expedition from Australia has arrived here. The Imperialists had gained a signal victory over the Mahomedan rebels; 20,000 of the latter were killed.

Advices from Japan state that further insults had been offered to foreigners, and disturbances were expected.

COMMERCIAL.

SHANGHAI, JUNE 4.—Gray Shirtings, 6½ cattles, 8½ lb., \$2.25c. Silk: season closed. Export to date (China and Japan), 65,250 bales. Exchange on London: Bank bills, six months, 6s. 1½d. Freights: Tea, £4 10s.

HONG KONG, JUNE 9.—Gray Shirtings, 6½ cattles, 8½ lb., \$2 85c. Water-twist, 16-24, \$1 35c. Cotton: Bengal, fair medium, \$18. Tea: the new crop is ready, but no settlements have yet been made. Exchange on London, bank bills, six months, 4s. 7½d.

BREAKFAST.—EPPS'S COCOA.—GRATEFUL AND COMFORTING.—The very agreeable character of this preparation has rendered it a general favourite. The *Civil Service Gazette* remarks:—"The singular success which Mr. Epps attained by his homoeopathic preparation of Cocoa has never been surpassed by any experimentalist. By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills." Made simply with boiling water or milk. Sold by the trade only in ½ lb., 1 lb., and 1 lb. tin-lined packets, labelled—JAMES EPPS & Co., Homoeopathic Chemists, London.—ADV'T.

THE MODEL SETTLEMENT.

(To the Editor of the *London and China Telegraph*.)

SIR,—I observe by your report of the debate in the House of Lords, on the 9th March, 1869, regarding the Yangchow difficulty, that his Grace the Duke of Somerset made the following statement:—

"Naval and civil officers who are acquainted with all the chief ports in Europe, America, and Asia, inform me that though seaport towns are not very moral places, there is no such sink of iniquity as Shanghai."

It is much to be regretted that his Grace did not, before expressing such an opinion, endeavour to ascertain whether the statements of his informants had any foundation in fact. The entire Foreign community at Shanghai, consisting chiefly of English and Americans, has felt deeply hurt and aggrieved by this sweeping assertion made by a leading member of the highest and most respected legislative body in England.

Before attempting to controvert his Grace's position, allow me to make the following quotation with reference to it from a judgment delivered on the 8th inst. by Sir Edmund Hornby, Chief Judge of Her Majesty's Supreme Court for China and Japan:—

"Notwithstanding the animadversions which have so recently been cast on this settlement, I do not hesitate to express my conviction that there is no better governed community in the world, or one which has so thoroughly understood the object which self-government has in view, or one in which greater personal sacrifices have been voluntarily made for the general good; and all this in the face of difficulties which have not been created by the community itself, but which have arisen rather from the inability of the different Governments from which the different sections of the community depend, to devise a scheme which would recommend itself alike equally to all, and to which the force and authority of law can be given. The very essence of the Government of this community is a voluntary adherence of each member to it without too curious an inquiry into the means at hand to compel such adherence. The community has voluntarily taxed itself in no insignificant amount to produce results which in every other country are enforced by the strong hand of the law, and to its credit be it said, in the Foreign settlement of Shanghai, there is a greater respect for order, and far less crime or vice than exist in other places, and in spite of the climate there are very few towns where so much solicitude is shown for the health of the inhabitants. I think it but right and fair in me to take this public opportunity of acknowledging the assistance which every member of this Cosmopolite community has given to the voluntary maintenance of order and respectability, and I trust the willing testimony I now bear will be allowed to have its due weight."

This is the opinion of the Chief Judge, based upon an experience of four years in Shanghai, as opposed to the opinion of the Duke of Somerset, based upon no experience at all, and it may, therefore, be accepted as at least of equal authority with the latter.

Perhaps, however, the most satisfactory argument is 'to be derived from official statistics, and I will therefore with your permission compare the police statistics of Shanghai with those of Hong Kong. I take Hong Kong alone, partly because its official returns are readily accessible, partly because it is situated in circumstances somewhat similar to those prevailing at Shanghai, but especially because, from the sweeping nature of the Duke of Somerset's remarks, one well authenticated fact in opposition to them is as good as a hundred.

From the official report of 1868, published by the Captain Superintendent of Police at Hong Kong in the *Hong Kong Government Gazette* of the 17th April, 1869, it appears that the total strength of the police force in that colony was 633, viz., 113 Europeans, 328 coloured, and 192 Chinese. In Shanghai, for the same period, the police force numbered 105, viz., 39 Europeans and 66 Chinese. In both places the Chinese element in the police force is useful only against crime committed by Chinese, and, therefore, so far as the prevention of crime by Europeans is concerned, Hong Kong maintains 441 police against 39 in Shanghai. By the census taken in Hong Kong on the 31st December, 1867, published in the *Hong Kong Government Gazette* of 14th March, 1868, it appears that on that day the number of Foreigners of all nationalities resident in the colony was 3,551. Hence assuming, which may fairly be done, that the number of Foreigners leaving Hong Kong in 1868, about balanced the number arriving, it will appear that the police were in the proportion of about one to seven Foreign Residents.

In Shanghai the number of Foreigners at present is, exclusive of police, 4,699. Hence the Foreign police force is to the Foreign residents in the proportion of one to one hundred and twenty.

As to crimes:—In Hong Kong during 1868 there were 1,033 convictions of Foreigners under the heads of "Murder," "Manslaughter," "Robbery with Violence," "Burglary," "Assault," "Larceny," "Kidnapping," "Unlawful Possession," and "Piracy." This is a percentage on the whole number of Foreign residents of twenty-nine convictions for serious offences. In Shanghai for the period of twelve months, from April, 1868, to March, 1869, the number of Foreigners

apprehended and convicted was 565, of which 387 were simple drunkenness, 17 were "Desertion," 2 were "Forgery" (of which one was an ex-employee of the Hong Kong Government), and 24 were "Furious Riding." Thus 135 may fairly represent the number of more or less serious crimes committed by Foreigners during the twelve months indicated. Of these the worst were three cases of "Cutting and Wounding," and 61 cases of "Assault." But 135 bears to 4,699 the proportion of 2.9 to 100, or exactly one-tenth of the Hong Kong percentage of convictions to the number of residents.

It is obvious from the above figures that a much smaller police force is required to keep order in Shanghai than is required for a like purpose in Hong Kong, although Foreigners here are more numerous by 1,187 than in Hong Kong. It will further appear that, in spite of this, order is much more effectually maintained here than it is there, although Hong Kong is a colony under a well organised Government, regulated by English law, while in Shanghai we have to deal with the Courts of no less than twelve different Foreign Governments.

The deduction from my argument is, I trust, obvious—that in comparison with Hong Kong alone Shanghai cannot justly be denominated a sink of iniquity exceeding in its immorality all other ports of Europe, America, and Asia.—I am, Sir, your obedient servant,

A. J. JOHNSTON, Secretary Anglo-American
Municipal Council.

Shanghai, 13th May, 1869.

LEGAL.

COURT OF QUEEN'S BENCH.—JUNE 29.

WEHNER V. THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA. This was an action on four bills of exchange, drawn by Nathoo Pussoo on the defendants, payable to the order of Sleeman and Co., and endorsed by the latter to the plaintiff, and the bills were accepted by the defendants under a letter of credit conditionally on certain shipping documents being handed to them. There was a plea of fraud upon the record.

Sir J. Karslake, Mr. Mellish, and Mr. Cohen were for the plaintiff; Mr. Hawkins, Mr. J. Brown, and Mr. F. White were for the defendants. Sir J. Karslake was opening the case for the plaintiff, when

Mr. Hawkins intervened, and said he did not impute moral fraud, but that the plea of fraud was the technical way of raising the defence that agents at Bombay knew to be untrue what principals in London stated to be the fact, and proposed to withdraw the plea of fraud if the plaintiff's counsel would allow a plea which the defendants' counsel had ready, stating the actual facts.

The Lord Chief Justice asked the learned counsel if it was not one of the chief questions between the parties whether invoices were shipping documents within the meaning of the letter of credit.

This appeared to be the case, and there being now no suggestions of fraud, there was no question left for the jury, and it was agreed to state a special case for the opinion of the Court, with liberty for the plaintiff to amend the pleadings if the Court should think fit.

ADMIRALTY COURT.—JUNE 30.

THE ROYAL STANDARD.—CLAIM FOR SALVAGE SERVICES.

These were two suits against a large vessel called the *Royal Standard*, from Colombo for London, with a cargo worth £105,000, which, with the value of the ship and the freight, amounted to about £200,000. When off Dover she took a pilot on board, and on her way to Gravesend encountered a tempest, lost her anchors, and was assisted by the *Albion* and three luggers. The question was the amount to be awarded. Mr. Butt, Q.C., and Mr. Clarkson were for the *Albion*, as plaintiffs; the Admiralty Advocate (Dr. Deane, Q.C.) and Mr. Wood Hill appeared for other parties; Mr. Lodge was for the owners of the cargo.

After a long consultation, the parties agreed to a decree by which the owners of the ship would pay the three luggers £200 and the *Albion* £100. The owners of the cargo would pay the luggers £600 and the *Albion* £300, and costs to follow.

His lordship said, seeing the value of the property, the arrangement was a proper one. Decree accordingly.

JUDICIAL COMMITTEE OF THE PRIVY COUNCIL.—THE "MAGGIE LESLIE."

This was an appeal from the High Court of Admiralty, in a cause of distribution of salvage. On the 9th of October, 1867, the barque *Fusi Yama*, with a master and seventeen hands, fell in near Gaspar Island, in the East Indies, with the ship *Maggie Leslie*, derelict and in a very disabled state. The value of the *Fusi Yama* and her cargo was about £70,000. The chief mate and four of the crew of the *Fusi Yama* volunteered to take the derelict into Batavia, which, after undergoing much personal hardship and being exposed to considerable perils, they accomplished on the 21st day of October, the *Fusi Yama* keeping them company for the first five days. The amount to be distributed was £3,250, which the Court below apportioned as follows:—To the owners of the *Fusi Yama*, £1,400; to her master, £900; to the twelve men who remained on board the *Fusi Yama*, £1,900; to the mate who took charge of the derelict, £1,000; and to four men who accompanied him, £3,050. Mr. Field, Q.C., and Mr. E. C. Clarkson appeared for the appellants; and Dr. Deane, Q.C., Mr. Butt, Q.C., Mr. Lushington, Q.C., Dr. Tristram, and Mr. Pritchard for the other parties.—Judgment in the case was delivered on the 18th ult. by Lord Romilly. The distribution of salvage was a matter of discretion, and although their lordships could have made a different apportionment, giving more to the owners and others, yet they did not feel called upon to reverse the judgment given by the Court below. The judgment was affirmed, and one set of costs to be allowed out of the fund awarded by the Court of Admiralty.

NOTICES TO CORRESPONDENTS.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer. A **BRIEFER** is kept of the addresses of all persons connected with the FAR EAST, and reference can be made to the same by personal application at the Office or by letter. Any information required by *Subscribers*, in reference to *Commercial or General Matters in CHINA, JAPAN, SINGAPORE, and other parts of the FAR EAST*, will be supplied on application at the Office, where files may be seen of the Journals published in those countries.

THE LONDON AND CHINA EXPRESS,

PUBLISHED on the departure of the Fortnightly English Mails via Marseilles, and Monthly French Mails, contains a Summary of European, American, Continental, and General News, Commercial and Shipping Reports, and Special Notices of Trade with the FAR EAST. Subscriptions, 54s. per annum, including Postage. Export Supplement, 12s. extra.

The London & China Telegraph.

LONDON, MONDAY, JULY 5.

SUEZ CANAL, AND DIRECT LINE OF RAILWAY FROM LONDON.

THE Suez Canal Company, in answer to rumours afloat of an intended loan, announce that the only financial operation it is about to propose to its shareholders at the meeting appointed for the 2nd of August is the realisation of the thirty millions of francs due to the company by the VICEROY of Egypt; and, as regards the doubts expressed about the opening of the Canal, the direction adds that the contracts with MM. BOREL and LAVALLEY, and the progress made with the works, assure the completion, during the month of October, of the Canal, to the width of 100 mètres (325 feet) over the greater portion of the line, of sixty mètres for the remainder of the distance, and to a depth of eight mètres (twenty-six feet) throughout. A letter has been published from M. LANGE, the London agent of the company, which confirms the statement in our last issue as to the postponement of the opening.

It is said that a palace is being built at Ismaila for the reception of the EMPRESS. There were twenty applicants for the contract, and the estimates amount to £28,000, and the work is to be finished by the 1st of October, the contractor to forfeit £12 per day in case of delay, and to receive a bonus of the same amount if the palace is finished before the specified time. The building is to be two hundred feet long and one hundred and thirty feet in depth, and the masonry amounts to 5,800 cubic metres. The centre of the palace is to be occupied by a magnificent court surrounded by arcades, decorated with great magnificence, and surmounted by a dome fitted with *jalousies*, by means of which the admission of air and light may be modified at will. Truly the preparations of the VICEROY are on an Imperial scale.

The Municipal Council of Dijon has opened a preliminary inquiry respecting a direct line from London to the Mediterranean. The proposition is to construct a new line from Amiens to Dijon, leaving Paris far to the west, and achieving a saving of more than forty-six miles as compared with the present route by the Northern and Lyons and Mediterranean railways, and making one continuous journey without a break. There is no doubt that such an arrangement would be very welcome to travellers generally between the north of Europe, India, and China, although the through journey would be a long one. For Dijon the advantages would be incontestable; the old capital of the Dukes of BURGUNDY would become the grand starting point for Italy by Mont Cenis, and for Switzerland by the Simplon; but what will the Government and the Great Northern of France say to the matter? However, we are not likely to wait long for information on that head. Time presses, and the Dijon authorities will doubtless soon sound those of Paris on the subject.

There is probably no ground whatever for the statement first made in the organ of the Turkish Government at Constantinople, that the Viceroy of EGYPT has attempted any negotiations with the Courts he has visited with the view of securing the neutrality of the Suez Canal. His Highness would naturally avoid raising a question which must be settled by the Great Powers, with the concurrence of Egypt, when the Canal is actually completed. The question of the neutralisation of the Canal, like that of the independence of Egypt, is one which ISMAIL PASHA and his Ministers, if they are wise, would be the last persons in the world to agitate.

At a recent meeting of the Straits Settlements Association, Mr. HORSMAN, M.P. (the President) in the chair, it was resolved to invite some of those members of Parliament who are more especially interested in Straits affairs to become Vice-Presidents of the Association, the following being, we believe, among those indicated:—Sir JAMES ELPHINSTONE, Mr. J. D. NICOL, Mr. JACOB BRIGHT, Mr. H. A. MITCHELL, and Mr. R. N. FOWLER. We understand that it is also contemplated to invite a conference of all gentlemen interested in our Asiatic Colonies (namely, Hong Kong, Ceylon, and the Straits), with the view of discussing the programme of action adopted by the Association, and taking measures for procuring a stronger and more general expression of opinion on the subject. Preparations are also being made for another interview with Lord GRANVILLE.

THE discussion on our relations with China, which was expected to come off on the 29th, did not take place after all; Colonel SYKES either withdrew or postponed his notice of motion, and the subject was not even mentioned. On the previous evening, however, the COLONEL asked a question relative to the Franco-Chinese complication at Peking, and received from the UNDER-SECRETARY for FOREIGN AFFAIRS a reply to the effect that Her MAJESTY'S Government had received no official information of the affair, and that the published accounts of it were greatly exaggerated.

THE substance of our last telegram from China, that in advance of the mail leaving Hong Kong on the 9th ult., would be satisfactory if it were credible. But we are quite prepared to find the Imperial victory, and slaughter of 20,000 rebels, converted into a defeat with heavy loss, when full particulars come to hand. The portion of it relating to Japan is more likely to prove correct. It will be marvellous indeed, if such a total revolution in the system of government, and in the relations between the Daimios and their Sovereign as are now in progress, can be carried through to a satisfactory termination without any disturbance of the peace of the country; and we have already had bitter experience of the fact that all intestine commotions there are fraught with danger to Foreign residents. It is to be hoped that for some time to come, both our land and sea forces in Japan will be kept up to a sufficient strength to convince the anti-Foreign party that any aggressive movement on their part will be promptly punished.

THE SILK MARKETS IN FRANCE.

(FROM OUR PARIS CORRESPONDENT.)

The Silk markets have undergone great changes during the last month. During the third week of May the Lyons officials passed 135,440 kilogrammes, and the market exhibited unusual animation. At Marseilles, at the same period, the market was active, and prices firm; 500 kilogrammes of Japanese fetched 26 francs. On the following week only 63,246 kilogrammes were registered at Lyons, without any change in quotations, the best qualities being rare, and inferior sorts quite neglected. The week after the quantity passed at Lyons fell to 45,118 kilogrammes, and the market was very flat. At Marseilles the case was much the same; there was a slight reduction in prices asked for silk and cocoons of first quality, while ordinary and inferior samples found no buyers even at diminished rates. Last week only 38,911 kilogrammes were registered at Lyons, and the market was in the dulllest possible condition, every one watching the results of the new crop.

On this last head we have now some definite news. In the Drome the price of cocoons has fallen considerably, and they now fetch only 2f. 25c.; the crop is abundant, but the results are mediocre; the proportion of spotted cocoons, which are utterly worthless, is very large. At Tournon the case is the same, best yellow cocoons fetching as low as 5f. and inferior ones from 2f. to 3f.; green, 7f. to 8f. 50c. At Dragignan yellow cocoons of the district sold for 6f., and Japanese annual at 4f. the kilogramme. At Vidauban yellow cocoons fetched 8f., and Japanese 6f. to 6f. 50c.

Accounts from Mines state that the crop of cocoons in the Gard is excellent; Japanese fetched, ten days since, 7f. to 7f. 50c., but the large supply has brought them down to 5f. 25c.

From Alsais we have brilliant accounts of the crop; the Japanese eggs have succeeded almost in all cases, with the exception of some cards bearing the date of July. The worms have been so numerous that breeders who had sold their leaves at 12f. the two cwts. were compelled to purchase afterwards at 30f.

The number of eggs imported has been so great that cards were to be had at fivepence each, and the consequence was a superabundance of worms and an immense yield of cocoons. Such a crop has not been known since 1847. It must be noted, however, that while the Japanese seed has succeeded marvellously, the eggs of the same stocks reproduced in France have proved a total failure.

The accounts from Italy are much the same as those here in France.

THE SITUATION IN JAPAN.

A correspondent of the *Allgemeine Zeitung* at Nagasaki gives some curious information as to the present state of affairs in Japan, of which the *Pall Mall Gazette* gives an outline. He says that, although the principal daimios have all agreed to abdicate their power in favour of the Mikado, their acts are not in accordance with their professions, and it is probable that before long Japan will again be plunged into a civil war as disastrous as that which has just terminated. Many of the daimios, and Satsuma in particular, are deeply involved in debt, notwithstanding which they continually buy arms and ships in large quantities. The real reason of the submission of the daimios was that the princes of the south, who led the rebellion against the Tycoon, and eventually conquered him, were unable to agree as to the division of the spoil, and consequently made over the Tycoon's revenues to the Mikado. Most of these revenues proceed from confiscated property in the north of the island, where many of the daimios are secret adherents of the Tycoon; and the southern princes knew that if they divided this property among themselves they would not be able to defend it against their enemies. As it is, the Mikado is totally dependent on the southern daimios, who furnish him with the funds necessary to carry on the government, and any disputes among them are just as likely to produce a civil war as before. Under the new system the Tycoon, or temporal sovereign, is to be abolished, and a confederation not unlike that which formerly prevailed in Germany to be created, with the Mikado, or spiritual sovereign, at its head. This arrangement, though it promises little for the maintenance of order, has at least one advantage for European merchants in Japan. Instead of the two sovereigns, with powers and responsibilities so vague that no European could understand which of them was really responsible for the due execution of the acts and the conduct of officials, there will now be a single government with a tangible head. Europeans may now expect some reform in the system of currency, which has brought on them so many severe losses. Under the treaties of 1866 the silver coin (*boon*) was to be 184 grains in weight, nine-tenths of which were to consist of pure silver; but the quantity of silver in the coins actually in circulation has always been much less. The reason of this is that hitherto there has been no Government mint, the money having been coined under the direction of individual daimios, who of course do not consider themselves bound by treaties.

THE NEW COLONIAL ORDER.

We have already explained the change recently made in the Order of St. Michael and St. George. In its reorganised form, this Order, which was originally available only for services in connection with the Mediterranean possessions of Great Britain, becomes available as a reward for distinguished services in any of our colonies; and the first batch of appointments to it under these new regulations has just been gazetted.

The chief appointments in connection with our Asiatic Colonies are, Sir Hercules Robinson, lately Governor of Hong Kong, and at present Governor of Ceylon, to be a member of the Second Class, or Knight Commander; William C. Gibson, Esq., late Colonial Secretary of Ceylon, and Thomas Skinner, Esq., late Commissioner of Roads, &c., in Ceylon, to the third class, or Companions of the Order.

The first class, or Grand Cross of the Order, is conferred on Lord Monck, late Governor-General of Canada, and on the following noble Lords who have held the office of Colonial Secretary:—Earls Derby, Grey, and Russell. The second class is conferred on the following gentlemen, who have held office in the Colonial Department at home:—Mr. Adderley, Mr. Frederick Peel, Mr. Henry Taylor, and Lord Lyttelton.

Foreign Intelligence.

GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, June 29.

The King of Prussia, having left Berlin on his visit to the North, as mentioned in my last, the two Parliaments—that of the North-German Confederation and that of the Zollverein—which have been sitting for the last month coevally, and not without considerable inconvenience and confusion, as many of the members belong to both Assemblies, were dismissed by Count Bismark, who read the King's speech, proroguing them till the autumn. The Session has not been a fortunate one for Ministers, as they have suffered a series of defeats, which, however, does not oblige them to resign office. Of all the eight financial schemes for "raising the wind," the only one that passed the ordeal of the two Parliaments was the Stamp Law, which enacts that all inland and foreign bills drawn upon places in any part of Germany shall be liable to one uniform rate of stamp, which is fixed at half per mille. So far, so good; but now comes the grievance, which is, that the revenue thus received is no longer to go into the exchequer of the local Governments where raised, but into the insatiable maw of the German Confederation. Now the stamps raised at Hamburg and Bremen have hitherto sufficed to cover about a fifth part of their expenses, and amount annually to

much more than those of all the other twenty States of Germany put together, including Russia. In vain did the members for the two Hanseatic cities point out to the Parliament the unfairness of being thus treated, in addition to the other expensive burdens they have to bear for the honour of belonging to the Confederation, and the \$850,000 annually to the Zollverein for the privilege of retaining their rights as free ports, and in lieu of their share of import duties. The utmost they could obtain as indemnification was the guarantee of a return of 40 per cent. on the amount collected for the first two years, 15 per cent. for the third, and afterwards 2 per cent. annually to cover the expenses of collection. Thus Hamburg will have to lose annually about \$500,000, to be credited with \$10,000, and Bremen to nearly one-half of those figures.

But the other new taxes proposed were ignominiously rejected without even a division. The only one on which there was any debate of importance was the duty of half a dollar per 100lbs. on petroleum, which was estimated to produce two millions of dollars; and as the Ministers seemed to set their hearts on taxing an article so essentially a tax on the working classes, they offered as a sop the repeal of the import duty on raw iron, and a general revision and reduction of the tariff. But even this tempting bait would not be taken, and both Parliaments rejected the Petroleum Duty Bill by overwhelming majorities; and as they proved refractory, and nothing more could be squeezed out of them, the Session was closed the next day.

Though the French accounts agree in stating that the reception of the King at Hanover, and the other parts of his newly-acquired dominions, was as cold and formal as could be, the German papers unite in giving a most glowing description of the enthusiasm that prevailed everywhere; and I believe the latter to be the correct version, from what I learn from persons who were present and had a full opportunity of judging for themselves. At all events, there can be no doubt about the genuine enthusiasm of the King's reception, which was quite equal to that accorded him last autumn on his visit to Hamburg. Amongst other parts of the programme of the festivities was a trip down the Weser to Bremerhaven in one of the North-German Lloyd's large transatlantic steamers, on board which that company offered him a *déjeuner à la fourchette*, after which his Majesty went on board the vessels belonging to the "North Pole Expedition"—as it is somewhat pompously denominated, though a simple "Arctic Exploring Expedition" would be more to the purpose—inspected the arrangements, shook hands with Captain Koldewey and the scientific gentlemen, wished them success, and saw them actually get under weigh and steam out to sea.

From Bremen the King paid a visit to the Grand Duke of Oldenburg, and then proceeded, accompanied by Count Bismark, Admiral Prince Adalbert, General von Roon (the Minister of War and for the Navy), and a large suite, to inaugurate the new docks and naval arsenal at Hippers, in the Bay of Yahde, on the North Sea, which is intended in the course of time to become the Sebastopol of the German Ocean, and to which the King gave his own name, and it will in future be known as Wilhelmshaven. Although ten millions of dollars have already been expended on the works, they are by no means finished, and it will cost at least five times as much more, and the labour of twenty years before they can become anything like completed, offering shelter to their own ships of war, and capable of resisting the attacks of hostile fleets. The soil is far from being favourable, consisting of morass or peat bog, and the whole country is protected from the incursions of the sea by a mud dyke 22 ft. above average high water at spring tides. In fact, it is very similar to the same sort of unpromising spot selected by Peter the Great for the site of his new capital. But then, it is not everybody that has the power, the will, or the genius of a Peter the Great.

The departure of the steam corvette *Arcona*, 28 guns, Captain Köhler, for the China and Japan station, has again been postponed. After having been in dry dock at Bremerhaven, and undergone a strict survey, she proceeded round to the Jahde-Busen to take part in the festivities at Wilhelmshaven, and is now under orders to return to Kiel. According to the latest arrangement she will not finally sail from the Baltic till the autumn, and then remain absent three years. Lieutenant von Hassenpflug is the chief executive officer. The crew of the *Arcona* numbers 280, all hands told, including the two surgeons and the Protestant chaplain.

COMMERCIAL.

Rice is in a neglected condition, but the firmness of holders prevents the prices from giving way. The Tea market is calm; 456 chests Morning Congou, ex Skyold, were sold by the importers at previous rates, and a few hundred chests of Congou, Souchong, and Pecco were disposed of by the dealers to the trade. Cassia Lignea still commands an easy sale, and prices rule firm, at 12½ to 13 sch. bco. per lb. In Pepper not much has been done, but the market is firm, as the large holders will not listen to lower offers. Some few parcels of Spelter have been sold at 14 mks. bco., when holders raised their demands, but not being supported they would again be glad to accept that figure, which, however, nobody will now give, and the market closes heavy. Money plentiful, and discount 3½ per cent.

SHIPPING.

ARRIVED.—Malvina Vidal, from Bangkok, 500 chests cassia, 7,016 pieces sapanwood, 34,198 bags rice; Otto and Antonie, from Saigon, 49,485 bags rice, 2,000 pieces sapanwood; Heimdal, from Batavia and Passaroeng, 20,570 kranjangs sugar, 2,461 bundles rattans.

SAILED.—Figaro, to Shanghai; Lola, to Manila; Herzog Ernst, to Hong Kong; Excelsior, to Shanghai.

ARRIVALS AT BREMERHAVEN.—Nayaden, from Saigon, 8,720 bags rice; Rangoon, from Rangoon, 19,500 bags rice.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, June 30.

As I stated in my last letter, no definite result was obtained in five districts at the general election, so that a poll had to be taken, which

has resulted in favour of the Liberal cause. In the districts of Alkmaar, Zuidhorn and Haarlemmermeer, Liberal deputies have been elected, and there is no doubt that the new Second Chamber will support the Cabinet by an overwhelming majority. On the 17th inst. the members met for the despatch of business, but it is probable that they will leave the Hague in a very short time. By a majority of 41 (49-8) a Bill was passed abolishing all patents for industrial inventions. Mr. Heemkerk protested most energetically against this measure, requesting its postponement, and promising that he would lay before the members in September next a Bill to ameliorate the patent laws, but all without success. As soon as the Bill is approved of by the First Chamber this protection law will belong to the past. Another important measure has been passed by the Second Chamber, viz., the joining of the Southern and Northern Rotterdam Railways, so that the line will cross this town from the one end to the other. Mr. Blom interpellated the Cabinet respecting the stock of tin at Banca, which, as noticed in my last, is so large as to create discontent among the traders. The Minister stated that measures would be taken to secure the immediate shipment of the excess. The question about the passage money paid by Mr. Hasselman on behalf of Mr. Busken Huet has again been raised by Mr. Lenting, who said that if a law existed regulating the financial responsibility of the Ministry the affair could not have occurred.

Rumours have been circulating with reference to an impending alteration in the Cabinet. It has been said that, now the elections have resulted so favourably for the Liberal cause, it has become necessary that the most eminent representatives of that party should take the places of those members of the Cabinet who had shown themselves too weak, irresolute, and wavering. It was thought that a really Liberal Cabinet would be able to retain the reins of Government for ten or twelve years, during which period much could be reorganised or improved which was at present prevented by the continual Ministerial changes. The *Arnhemse Courant* contradicted these rumours, but the *Utrechtse Courant* ascertains that they are quite correct, and that the alterations, which are only a question of time, will be commenced by the appointment of a Vice-President of the Council of India, and by the recalling of Governor-General Myer. The *Dagblad* is assured that the reorganisation of the Cabinet is hindered only by the renewed dispute on the colonial question between the "Putteans" and the "Thorbeckians." But of course there is no fear of such a political blunder occurring as should give an opportunity to the Conservatives to reassume the Government for two or three years. Some sensation has been created by the appointment of the ex-secretary of the Rotterdam Bank, Mr. P. F. Hubrecht, as Secretary-General of the Home Department. Time will show whether this choice is a good one. The Minister of the Colonial department has laid before the members of the Second Chamber a Bill to regulate the cultivation of sugar in India, and to alter article 60 of the India constitution. The members, however, will not deal with it at the present sitting. The Conservatives are greatly opposed to this Bill, which will, they say, entirely demolish sugar-culture.

The Catholic paper *De Tyd* again makes an appeal to Dutch young men to take service, as Zouaves, in the Papal army. Of course this fact can have no interest for your readers, and I should not have mentioned it had not the *Tyde* added that Rome would need help for only one year, and that before 1871 all its troubles and difficulties would be swept away.

The Netherlands India Trading Bank has issued its annual report, which states that the net profits during the year 1868 amounted to f.364,669 64, so that the dividend is fixed at f.14.50 per share of f.250. This result may be regarded as a very good one, because not only was trade in India dull, but the bank was involved in several bankruptcies. The gross profits amounted to f.741,215.914. It was asserted that the bank would probably not incur any considerable loss by the failure of the firm of Morgan, Melbourne, and Co.

The Royal Commissary of the Province of Groningen was ordered to compliment the King of Prussia at Emden, some days ago. It is stated by the local papers that King William took this opportunity to declare that he felt the warmest interest in Holland, and to contradict most positively that he had formed any plans which could be dangerous to the preservation of its independence. He further declared that he felt a warm sympathy for our Royal House.

The King is still at *het Loo*; H.M. the Queen will return from thence in a day or two to the Hague.

A strike has broken out amongst the printers, and at one time it was feared that the Amsterdam papers would not be published in due time.

A meeting of the shareholders of the Bank of Rotterdam was held on the 29th ult., when the new statutes, projected by the commissioners and a committee of the shareholders, were approved of by a majority of 247 votes. At Amsterdam, as well as here, the printers are on strike; they demand, at the instigation of the international union, higher wages for fewer hours work; the private printing-offices at Amsterdam are closed, 700 men being on strike; the publication of the newspapers, however, has not been interrupted. His Majesty has approved the appointment of Mr. H. Polano as Consul for Denmark at Hiogo (Japan). According to the *Handelsblad*, a Bill will shortly be laid before the members of Parliament for abolishing capital punishment.

PRODUCE MARKETS.

COFFEE.—The Trading Company offered for sale on the 16th inst. 64,320 b. Java, Menado and Padang, but 38,032 b. were bought in. There was a firm demand for the Menado, and 1½c. to 4c. was paid above valuation. Since the auction prices have remained firm, but the transactions are unimportant. An advance of 1c. has been paid for the Menado, resulting from the last auction. The private transactions include 325 b. Java, ex Australie; 1,000 b. do., ex County of Elgin.

RAW SUGAR.—Since the departure of last mail there has been a lively demand, and about 9,000 mats sold at ½f. to 1f. under May value, for export. Last week, however, the demand slackened, and

only the following parcels changed hands:—283 mats Passaroeng, No. 14, per Wilberforce, at 35½f.; 402 mats Sourabaya, ex Dunedin, No. 194, at 35½f.; 246 mats do., ex Anna Maria Wilhelmina; 397 mats Batavia, floating per Haamstede.

RICE.—A good business has transpired. The following parcels sold:—1,400 b. Java, ex Petronella, at prices that did not transpire; 6,265 b. Java, ex Australie, at 7½f. to 9f. For cleaned Rice there is a good demand for consumption, and it is thought that prices will improve.

TEA.—On the 14th of July 4,033/4, 21/8, and 70/12 chests Java Tea will be offered privately. The valuation is as follows:—

Boey ...	60c. to 83c.	Pekoe ...	250c. to 825c.
Congou Boey ...	80 to 88	Oranje Pekoe ...	88 to 102
Congou ...	72 to 115	Tonkay ...	80 to 130
Kempoe ...	103 to 105	Schlin ...	70 to 88
Soepoe Pekoe ...	106 to 150	Hysant ...	80 to 150
Souchong ...	80 to 125	Uxim ...	150 —
Pekoe Souchong ...	130 to 175	Joeejes ...	100 to 180

TOBACCO.—There is only a small demand for Java, and only 284 b., mark Krosjok Kediri, have been sold.

MANILA CIGARS.—In public auction were offered 300 mille Cortados, 1868, of which two lots were sold at 36f. in bond, whilst the rest was bought in at 36f.; 50 mille Secunda Habanos, 1868, of which one lot was sold at 35½f., the rest bought in at 36f.; 150 mille Secunda Cortados Cavita, 1868, but this parcel was not brought under the hammer.

MOTHER O'-PEARL SHELLS.—26 chests were sold by the Trading Company. The quantity amounted to 2,190 kilo., which were bought at 3½f. to 10½f. per half kilo.

JAVA INDIGO.—Only trifling quantities have been sold, holders declining to operate without a further advance.

BANCA TIN.—Some transactions have taken place at 79f. to 81f. At 80f. great quantities are offered. Billiton now realises 77½f., whilst last week the quotation was 78½f.

HIDES.—The following parcels changed hands:—68 Batavia Buffalo, ex Noach II.; 2,313 Samarang Rinder, ex Twee Gezusters.

ARRACK.—20/1, 40/2, and 30/2 casks Batavia, ex Northumberland, sold at prices that did not transpire.

RATTANS.—There is an active demand; 1,840 bundles, ex British Crown, 2,960 bundles ex Liverpool, 4,000 bundles ex Spanker, 8,266 bundles ex Atlantic King, 338 bundles ex Johan Kepler, 4,663 bundles ex Frank Marion, 7,881 bundles ex Golden City, 2,473 bundles ex Henriette Maria have been sold.

MISCELLANEOUS.—Gutta Percha: 4,330 kilo. sold by the Trading Company at prices that did not transpire, also 3,974 kilo. ex Henriette Maria. Tamarinds: the large quantities imported have met but small demand. Cassia Vera: 168 pic sold at prices that did not transpire. Gum Damar: 110 ch., floating per Bezochie, sold. Kapok: Of 542 b. offered in public auction, 40 b. cleaned were sold at 32c. to 33c.; 45 b. uncleaned at 15c.; 11 b. cleaned were sold before the auction at 55c.

SHIPPING INTELLIGENCE.

ARRIVALS.—June 16, at Brouwershaven, from Batavia, Petronella; from Passaroeng, Burmah; at Hellevoet, from Saigon, Mexicana; at Texel, from Batavia, Wilberforce, Hendrik-Ida-Ambacht; from Banjoewangie, Bellatrix, Ymuiden; from Sourabaya, Dunedin; 17, at Texel, from Padang, Padang Packet; from Batavia, Batavia; from Passaroeng, Wilhelmina; from Saigon, Stanley, Teazer; 18, at Brouwershaven, from Banjoewangie, Rotterdam; from Samarang, L. R. C.; from Batavia, Nyverheid; 21, at Brouwershaven, from Saigon, St. Croix; at Texel, from Banjoewangie, Wyk aan Zee; 22, at Texel, from Banjoewangie, Tjilingsla, Cilminar; from Passaroeng, Brothers German; 23, at Texel, from Batavia, Anna Maria Wilhelmina; June 30, H.M. steamer Java, from Batavia.

DEPARTURES.—June 18, from Brouwershaven, for Batavia, Professor van der Boon Meach, Jason, Jannetje, Aeolus; for Samarang, Maarten van Rossem; for Sourabaya, Ada; for Macassar, Vrachtzoeker; for Sydney, Alblasterwaard; 19, from Brouwershaven, for Batavia, Dordrecht, Jedo, Willem Kroonprins der Nederlanden (via Cardiff); from Texel, for Batavia, Wilhelmina and Clara, Dageraad, Kennemerland; 20, from Texel, for Batavia, Cornelia; 21, from Brouwershaven, for Batavia, Graafstroom, India; 23, from Texel, for Samarang, Vertrouwen; 24, from Texel, for Batavia, Luctor and Emergo; 25, from Texel, for Samarang, Doesborgh; 26, from Hellevoet, for Batavia; Noord-Brabant; 27, from Brouwershaven, for Batavia, Noach II.; from Texel, for Batavia, President van Ryckvorsel, Eensgezindheid; 28, from Brouwershaven, for Batavia, Maria Sarah; for Sourabaya, Hebe; from Texel, for Batavia, Passaroeng; June 29, from Texel, for Sourabaya, Sindbad; for Batavia, Jacoba Helena, Kandanghauer, Beetevaer.

PASSENGERS INWARD.—From Java, per Bellatrix: Mr. Strengnaerts and family. Per Hendrik-Ida-Ambacht: Mrs. D. Bolk, Mr. Klaverwezel, Mr. T. Pos and family. Per Ymuiden: Mr. S. Kuntze and family, Mr. J. de Graaf, Mr. C. Muller. Per Doelwyk: Mr. Haantjes, Mr. Dekker and family, Mr. van Coeverden and family, Mr. Mansveld, Mrs. van Dyk and family, Mr. Jasper and family. Per Cheribon: Mr. D. Kock. Per Petronella: Mr. W. Graafland, Mr. M. Niessens, Mr. F. Blom van Geel; Mr. A. Ter Gunner, Mr. P. Hoflands, Mr. Arends. Per Padang Packet: Mr. J. Moolenburgh and family, Mr. C. Keuling and family. Per Nyverheid: Mr. C. A. Ochler and family, Mr. T. van Doesen and family, Mr. J. W. Hannaart and family.

PASSENGERS OUTWARD.—Per Noach II.: Mr. Heyligers and family, Mr. J. R. Bok, Mr. V. U. Bosscha, Mr. Noman and family, Mr. Warren, Mr. Coenen, Mr. Broekhof, Mr. Bogaard, Mrs. Walker and family, Miss Hoefman, Miss Boot, Mr. Heyligers, 125 soldiers. Per Voorlichter: 150 soldiers.

AGRICULTURAL IMPROVEMENTS IN JAVA.

Mr. R. W. Baier has issued a prospectus of a company for the exploration of a tract of land in Java. As soon as the rights of pro-

erty are properly recognised and regulated by the Agrarian Bill (says the prospectus), then the moment has arrived for the employment of capital upon land in Java. Mr. Besier has the opportunity of purchasing a very large property, which represents a value—according to the produce of the last few years—of three million guilders. The greater portion of these grounds is situated in the Buitenzorg district; the remaining part, which is partly cultivated, being in the Preanger regency and the residency of Cheribon; there is a sugar manufactory in the last-named residency. The Buitenzorg grounds are valued by the owner at 2,500,000 guilders, but Mr. Besier does not think them worth more than two millions. The property has an area of 36,000 bouws, with a population of 15,000 souls. The rice grounds have produced in the last few years 12,000 piculs paddy per annum. In 1863 tea gardens were established, and the crop amounted in 1867 to 200,000 pounds, whilst it is calculated that the production in 1870 will equal 600,000 pounds. There are a million coffee trees, the half of which will produce in the future. The crop of 1873 is estimated at fully 4,000 piculs. Further, the land produces Arang sugar, which has been farmed out during the last four years at 600f. per month. There are young ashes, which will produce 50,000f. a-year, as well as 1,000 piculs nutmeg-trees, and 400 cacao-trees. In 1867 wages were paid to an amount of 93,800f. Mr. Besier estimates the yearly production at 800,000 pounds tea, 2,500 piculs coffee, and the remaining articles 50,000f. The profit is set down at 331,000f.; viz., expenditure, general costs 120,000f., transport of 800 /m pounds of tea to Batavia, 141,000f.; freights and costs of tea to Europe, 280,000f.; freight and costs of 2,500 pic coffee to Europe, 12,500f. Receipts, 100 /m. pounds tea at 2f., 200,000f.; 700 /m pounds tea at 75c., 525,000f.; 2,500 pic. coffee, at 45f. per picul, 112,500f.; other productions, 50,000f., total, 887,500f. Notwithstanding that half the sum could be borrowed upon the grounds at an interest of 6 per cent., Mr. Besier thinks it better to raise a capital of 2,000,000 francs, on which, according to present estimates, a dividend of 15 per cent. can be paid to purchase the Buitenzorg grounds immediately, leaving for future consideration the question whether it will be advisable also to obtain possession of those situated in the Preanger regencies, and at Cheribon.

Monetary and Commercial.

We understand that the arrangements are complete for the laying of the New Red Sea Cable at the end of the present year. It is hoped that before April, 1870, there will be a direct telegraphic communication between India and England by this route. The ship *Calcutta*, which was disabled some time ago through collision, has again sailed for Aden with the telegraph cable for the Persian Gulf.

It is stated that the New York bankers are now receiving the bulk of their San Francisco remittances of specie overland, and that the last Aspinwall steamer of the Pacific Mail brought only a comparatively small total. It appears to be considered not unlikely that the opening of the railway may, before long, affect the receipts of gold at San Francisco by diverting the gold in its crude state from the mines in the interior, near the line of the railway, to the Philadelphia Mint or New York Assay-office, in place of San Francisco.

The report of the Oriental Hotels Company (Limited), to be presented on the 2nd of July, describes a continued improvement in the business of the Galle Hotel, but states that the Cairo Hotel, owing to the way in which the Government plans have interfered with the locality, has been attended with greater disappointment than had been anticipated, and that they have been obliged to rely on the forbearance of their contractor for delay in the payments for the completion of the structure.

At a meeting of the creditors of Messrs. Felix Leach and Co., of Enfield Mills, near Accrington, the liabilities were estimated at £83,972, and the assets at £23,353. A committee of investigation was appointed.

BOARD OF TRADE RETURNS.

The Returns of the Board of Trade for the month and five months ended the 31st May have been issued. The total declared value of the exports of British and Irish produce and manufactures for the month ending the 31st of May in the last three years is stated as under:—May, 1867, £15,936,864, May, 1868, £14,670,035, May, 1869, £16,316,540. The figures for the present year thus show an increase of £1,646,505, which is equal to an increase of 11 per cent. on the total of the corresponding month of last year, and 2½ per cent. on that of May, 1867. Of this augmentation nearly half arises from the cotton trade, and nearly half from the iron trade. Unless, therefore, the Manchester manufacturers are steadily shipping at a loss, the adverse accounts from that city must be deceptive or the figures of these statistical returns are not to be relied upon. The general comparative results as regards the principal articles of our trade are as follows: Our consignments show an increase in cotton yarn of 7 per cent. in value and 25 per cent. in quantity; in cotton manufactures, about 16 per cent. both in value and quantity; in haberdashery, 9 per cent. in value; in hardware, 23 per cent.; in machinery, 32 per cent.; in iron manufactures, 43 per cent.; in woollen manufactures, 16 per cent. in value and only 1 per cent. in quan-

tity; and in miscellaneous goods, 8 per cent. in value. The instances of decreased shipments are—25 per cent. in coal, 8 per cent. in earthenware, 17 per cent. in linen yarn, 4 per cent. in linen manufactures (with an increase of 2 per cent. in quantity), and 15 per cent. in silk manufactures. The total exports for the first five months of the year also present a satisfactory increase over those of the two previous years, the figures being as under:—Five months, 1867, £72,123,393; five months, 1868, £70,668,103; five months, 1869, £74,744,620.

While the exports have thus increased, the statement of the "computed real value" of the principal imports for the month of April (being the latest period for which values are given) exhibits a decided falling off; thereby indicating a more economical consumption in this country of the great staples of foreign and colonial production. The import values are annexed:—April, 1867, £19,827,353; April, 1868, £21,969,564; April, 1869, £17,858,517; four months 1867, £64,173,882; four months 1868, £68,416,563; four months 1869, £66,949,136.

We annex a summary of those figures which relate to our Import and Export trade with China and other countries in the Far East:—

IMPORTS.							
		TEA.	1867.	1868.	1869.		
Quantity for the month ended							
31st May	...	lbs.	7,975,884	...	8,515,191	...	4,936,084
Quantity for the five months ended 31st May							
	...	lbs.	58,983,519	...	61,629,550	...	60,908,785
Value for the month ended							
30th April	...	..	£604,955	..	£924,210	...	£740,480
Value for the four months ended 30th April							
	...	...	£3,761,253	...	£4,077,458	...	£4,038,286
RAW SILK.							
From		For the Month ended 31st May.					
		1867.	1868.	1869.			
China...	...	lbs.	7,942	...	7,298	...	34,367
British India...	...	"	...	...	4,818	...	...
Egypt*	...	"	270,704	...	110,692	...	165,658
Other Countries	...	"	103,095	...	108,234	...	57,811
Total ...	...	"	381,741	...	231,042	...	257,381
		For the Five Months ended 31st May.					
China...	...	lbs.	24,551	...	30,938	...	248,676
British India...	...	"	...	...	12,190	...	4,417
Egypt*	...	"	1,623,831	...	1,636,342	...	1,328,005
Other Countries	...	"	903,826	...	662,700	...	286,029
Total ...	...	"	2,552,208	...	2,312,170	...	1,867,127
		Value for the Month ended 30th April.					
China	...	...	£7,841	...	£21,350	...	£115,054
British India...	...	"	...	...	9,031	...	5,963
Egypt*	...	"	298,551	...	263,185	...	208,667
Other Countries	...	"	164,819	...	145,158	...	56,261
Total ...	...	"	471,211	...	438,724	...	385,945
*Intransit from India, China, and Japan.							
COFFEE.							
From		For the Month ended 31st May.					
		1867.	1868.	1869.			
Ceylon	...	lbs.	8,341,047	...	9,351,889	...	11,376,868
Other British Possessions	...	"	915,679	...	2,387,060	...	1,754,963
Total from all parts	...	"	12,017,871	...	13,830,205	...	16,905,811
		For the Five Months ended 31st May.					
Ceylon	...	lbs.	24,874,071	...	34,410,451	...	27,096,785
Other British Possessions	...	"	4,045,653	...	7,631,120	...	6,958,841
Total from all parts	...	"	37,441,263	...	52,525,053	...	48,899,162
RAW SUGAR.							
From		For the Month ended 31st May.					
		1867.	1868.	1869.			
Java & Philippine Islds. cwt.	...	"	70,092	...	72,612	...	91,900
Total from all parts	...	"	1,812,204	...	1,111,657	...	978,392
		For the Five Months ended 31st May.					
Java and Philippine Islds. cwt.	...	"	145,574	...	359,587	...	381,547
Total from all parts	...	"	4,496,667	...	4,091,985	...	3,592,946
HEMP.							
From		For the Month ended 31st May.					
		1867.	1868.	1869.			
Philippine Islands	...	cwt.	18,022	...	17,559	...	14,740
Total from all parts	...	"	88,242	...	61,889	...	82,682
		For the Five Months ended 31st May.					
Philippine Islands	...	cwt.	31,169	...	67,478	...	88,860
Total from all parts	...	"	124,567	...	205,623	...	247,642
RAW COTTON.							
From		For the Month ended 31st May.					
		1867.	1868.	1869.			
China	...	cwt.	...	...	...	...	...
British India	...	"	252,552	...	189,951	...	218,280
Egypt...	...	"	106,052	...	114,145	...	138,228
United States	...	"	1,072,389	...	978,095	...	627,674
Total from all parts	...	"	1,551,087	...	1,853,965	...	1,112,500
		For the Five Months ended 31st May.					
China	...	cwt.	2,041	...	...	...	...
British India	...	"	538,815	...	517,019	...	750,616
Egypt	...	"	657,197	...	607,810	...	574,353
United States	...	"	2,690,611	...	3,377,886	...	2,210,011
Total from all parts	...	"	4,353,482	...	4,928,878	...	3,990,762
CLEARANCES FOR HOME CONSUMPTION.							
		For the Month ended 31st May.					
		1867.	1868.	1869.			
Tea from all parts	...	lbs.	9,279,034	...	4,631,092	...	9,618,256
Coffee from Ceylon	...	"	1,908,762	...	1,637,040	...	1,874,259
Do. from all parts...	...	"	2,784,663	...	2,382,056	...	2,808,870
Raw Sugar from Java & the Philippines	...	cwt.	25,942	...	41,142	...	76,172
Raw Sugar from all parts	...	"	904,014	...	759,970	...	1,010,541

For the Five Months ended 31st May.

Tea from all parts	lbs.	44,942,759	50,811,124	46,326,702
Coffee from Ceylon	"	9,817,559	9,058,348	7,023,576
Do from all parts	"	18,988,116	18,727,861	12,288,478
Raw Sugar from Java & the Philippines	cwts.	216,026	352,895	310,025
Raw Sugar from all parts	"	4,726,468	4,545,088	4,439,807

The following were the quantities of the undermentioned articles remaining in the bonded warehouses of the United Kingdom on the 31st May, 1869, compared with the two previous years:—

Coffee	lbs.	27,577,056	39,332,552	89,646,759
Tea	"	101,256,169	84,608,506	94,026,701
Unrefined Sugar	cwts.	2,968,867	1,700,510	1,803,171

EXPORTS. COTTON YARN.

To		For the Month ended 31st May.	1867.	1868.	1869.
China and Hong Kong	lbs.	593,620	150,320	463,760	
Japan	"	86,800	113,660	599,490	
Singapore	"	228,860	67,200	52,575	
Ceylon	"	10,000	19,000	12,650	
Total to all parts	"	15,518,238	10,998,994	13,756,330	
To		For the Five Months ended 31st May.	1867.	1868.	1869.
China and Hong Kong	lbs.	1,990,870	2,048,966	1,247,220	
Japan	"	901,700	1,432,260	2,161,322	
Singapore	"	1,130,590	637,000	355,615	
Ceylon	"	41,000	137,700	64,422	
Total to all parts	"	61,197,610	77,166,071	66,324,915	

COTTON MANUFACTURES.

To		For the Month ended 31st May.	1867.	1868.	1869.
China and Hong Kong	yds.	15,976,483	26,236,492	80,191,107	
Japan	"	694,750	1,836,676	1,540,620	
Philippine Islands	"	3,814,290	2,881,300	1,866,600	
Java	"	2,299,400	3,265,140	1,592,670	
Singapore	"	7,681,712	2,749,720	6,784,187	
Ceylon	"	1,635,870	667,804	1,722,376	
Total to all parts	"	248,114,573	215,618,475	248,918,723	
To		For the Five Months ended 31st May.	1867.	1868.	1869.
China and Hong Kong	yds.	52,945,384	122,664,468	129,163,284	
Japan	"	9,687,492	8,062,100	9,007,022	
Philippine Islands	"	15,314,072	12,794,120	9,926,039	
Java	"	15,922,320	10,636,152	8,181,170	
Singapore	"	31,288,428	24,875,608	24,022,424	
Ceylon	"	9,019,068	9,120,598	7,098,414	
Total to all parts	"	1,068,164,225	1,164,730,645	1,145,426,352	

WOOLLEN AND WORSTED STUFFS.

To		For the Month ended 31st May.	1867.	1868.	1869.
China and Hong Kong	yds.	1,607,870	2,632,788	1,388,283	
Japan	"	588,520	530,654	208,835	
Total to all parts	"	13,925,304	18,425,705	18,562,706	
To		For the Five Months ended 31st May.	1867.	1868.	1869.
China and Hong Kong	yds.	11,024,049	9,163,876	8,847,495	
Japan	"	3,543,603	1,684,431	1,940,023	
Total to all parts	"	82,582,656	85,299,174	103,251,729	

WOOLLEN AND WORSTED CLOTHS.

To		For the Month ended 31st May.	1867.	1868.	1869.
China and Hong Kong	yds.	75,224	374,273	251,626	
Total to all parts	"	2,164,254	1,998,432	2,310,728	
To		For the Five Months ended 31st May.	1867.	1868.	1869.
China and Hong Kong	yds.	689,291	937,895	1,037,057	
Total to all parts	"	12,745,036	9,588,313	10,846,515	

LEAD.

To		For the Month ended 31st May.	1867.	1868.	1869.
China and Hong Kong	tons	481	1,057	1,158	
Total to all parts	"	2,752	5,054	3,849	
To		For the Five Months ended 31st May.	1867.	1868.	1869.
China and Hong Kong	tons	1,086	3,907	6,148	
Total to all parts	"	8,668	16,542	18,655	

The value of the Exports from the United Kingdom to the several ports and countries of the Far East for the month and four months ended 30th April, 1869, compared with the corresponding periods of the two preceding years, is returned as follows:—

To		For the Month ended 30th April.	1867.	1868.	1869.
China (exclusive of H. Kong)	£	338,715	380,847	765,077	
Hong Kong	"	180,864	68,593	159,140	
Japan	"	234,590	61,930	146,243	
Singap. & Straits Settlements	"	151,997	143,050	122,497	
Ceylon	"	81,787	90,006	28,553	
Philippine Islands	"	60,387	65,612	73,142	
Java	"	161,948	22,188	42,614	

For the Four Months ended 30th April.

To		1867.	1868.	1869.
China (exclusive of H. Kong)	£	1,289,806	1,824,848	2,311,247
Hong Kong	"	554,265	685,668	554,446
Japan	"	589,208	814,209	529,746
Singap. & Straits Settlements	"	702,427	584,999	484,011
Ceylon	"	250,132	283,608	176,240
Philippine Islands	"	367,805	277,499	244,358
Java	"	488,410	217,326	189,061
Sumatra	"	—	—	—
Siam	"	—	268	—

ARTICLES OF IMPORT.

—o— TEA.

The market has been very quiet during the fortnight, but there is no material alteration to notice in prices. Importers, seeing the general indisposition to buy, refrain from pressing sales, looking to the small quantity now afloat of old season's teas, the gradual reduction in stocks, and the comparative moderation shown in China in the opening of the new season's teas, the Hankow market being the only one opened up to the date of the latest telegrams, whereas at the corresponding period of last year about fifteen millions had been settled at Foo Chow, and four millions at Canton. Siftings and broken-leaf Congous remain steady at previous prices. Fair to good common have been less saleable, and may be quoted ½d. per lb. lower, say 1s. 0½d. to 1s. 0½d. per lb. Fair to good flavoury kinds show no alteration. Good to fine Kaisows have been saleable in small parcels at former prices; a few finest have realised from 2s. to 2s. 6d. per lb. Pak Lins remain as last advised. Amoy kinds have ruled rather easier, in sympathy with the decline in good common. Common to fair black-leaf kinds show no change, but transactions have been small. Fair to good medium show no material change in prices, though there has been less doing in them. Fine to finest have remained steady, and the few parcels which have changed hands have shown no variation in price. In new make kinds there have been some further sales of overland arrival at about 1s. 4d. per lb., and of recent sailing vessels at 1s. 1d. to 1s. 4½d. for fair to very good quality. Oolong, Souchong, and Flowery Pekoes show no change either in the demand or range of prices. Scented Teas—Capers: There have been some sales of very common Canton make at 8d., fair to good 1s. 1d. to 1s. 2d., but the demand has been quiet. Foochow kinds have been inquired for, but there are now but few left in first hands. Orange Pekoes: Canton-make show no improvement, notwithstanding the delay in shipping the new season's. Foochow kinds remain steady at the low rates current for fair to good quality; fine are still wanted. Uncoloured Japans remain unchanged in the absence of fresh supplies. Green Teas: There has been a better assortment on offer, ex Corsair and Assyrian. Moyunes have sold at full prices, though showing some decline on the extreme rates paid for first arrivals. In other kinds there is not much change to notice, but the export demand has been small, and prices consequently rather in favour of buyers.

SILK.

Business remained in the same dull state as reported in our last, until the date of the public sales, which were held on the 23rd and 24th June, when some few importers and holders showed themselves anxious to meet the market, and 2s. to 3s. fall on the nominal quotations of the day, where sales were forced, was the immediate result. The decline has been general on all classes of silk, but less so on Tsatlees than others, Japans and re-reeled Chinas having experienced the greatest fall, though having been more pressed to sale. Even at this altered range of prices buyers are not at all anxious to purchase, the continental demand especially being very unsatisfactory, and our own manufacturers not caring to do more than a hand-to-mouth trade, now that the arrival of the new Asiatic Silk in this market is only distant a few weeks. In Cantons some business was done last week in good ordinary No. 1 Tsatlee reel at 19s., but consumers do not appear willing to continue purchasing at these prices. Bengal Silk is entirely neglected and unenquired for. The deliveries last month were by no means good; still, considering the condition of the market, as large as could have been expected. China Silk Piece Goods: No new transactions. The market has been very quiet throughout the past month. In the public sales next week there will be but a limited assortment of goods, but owing to the extreme quietness of the trade very little business can be looked for.

COTTON.—The improvement manifested in the Liverpool market at the date of our last report has continued to gain strength, and the market at the close of last week exhibited a good demand, at an advance of ½d. per lb. upon the rates then current. A very buoyant feeling has since continued to prevail, and a further advance of about ½d. per lb. has been effected. The following are the current quotations:—Surat, 9d. to 11½d.; Madras, 9½d. to 10½d.; Bengal, Seinde, &c., 8½d.; fair Dholera, 10½d.; fair Oomrawuttee, 10½d.; fair Broach, 10½d.; fair Bengal, 8½d.; fair Egyptian, 13½d.; fair Pernam, 12½d.; middling Bowdes, 12½d.; middling Orleans, 12½d. The latest business for "arrival" has been at the following rates:—Dharwar, fair due, 10½d.; Broach, good fair new merchants, ginned, sailing April, 11½d.; March and May, 11½d.; Dholera, fair new merchants, sailing May and June, 10½d.; Oomrawuttee, fair new merchants, sailing April and May, 10½d.; Comptah, fair new merchants, late May sailing, 9½d.; Bengal, fair new merchants, March sailing (late on 29th), 8½d.; ditto fair new, ship named, 8½d. The London market has also exhibited increased activity and improved prices.

COFFEE.—Without any general animation we have had a fair market during the interval. Plantation Ceylon has gone off readily, the coloury kinds mostly realising an advance of 1s. per cwt., grey sorts showing hardly any change. The small quantity of Native soil establishes no quotable alteration. In other kinds nothing of interest has been done, the public sales having been few in number. The latest prices realised at the public sales have been: plantation Ceylon triage, &c., 35s. to 59s.; grey, 60s. to 71s. 6d.; coloury, 72s. to 81s.; peaberry, 80s. to 84s.; Wynad triage, 52s. to 59s. 6d.; small to bold, 60s. to 79s.; Naidos-batum triage, 53s. to 59s. 6d.; small to bold, 62s. to 83s. 6d.; peaberry, 77s. to 78s.; Ccurtallum triage, 36s. to 56s.; good ordinary grey to middling coloury, 59s. to 75s.; peaberry, 77s. to 79s.; Penang, 49s.; Singapore, 35s. 6d. to 43s.

COIR GOODS.—The supply of Yarn has been moderate, but as arrivals continue large the demand has been slow, and prices have further declined 20s. to 30s. per ton for common to medium qualities. 170 bales Cochín Yarn chiefly sold, good common to middling, £26 to £28 10s.; good, £30 to £30 5s.; superior, £70; 4,852 dhols (9 tons) common sold at £24 5s. to £25 5s.; 66,314 dhols 1,650 ballots (109 tons) Cey-

lon chiefly sold, very common, £23 10s. to £25 5s.; good common to middling, £25 10s. to £27; good middling, £28 5s. to £29; good, £32 15s. to £34 5s.; very fine, £46. Of 133 bales Cochín Fibre 83 bales sold, middling to good middling, £22 10s. to £24; ordinary, £20 5s. per ton.

CHINA MATTING.—Of 769 rolls in auction only 110 rolls sold, stained, 4s. 4d.; red at 17s. to 19s.; stained, 4s. 4d.; white, 18s. 6d. to 21s. 6d.; sound, 2s. 4d.; white Gowqua extra contract at 81s. 6d.; the remainder bought in, 4s. 4d. red and white at 23s. per roll.

CAMPBELL.—There being but little now afloat as per last advices, the quotation to arrive is nominal, but on the spot market is quiet at lower prices, China being sold at 97s. 6d. to £5 per cwt., and Japan held for £5 7s. 6d. per cwt. At these quotations large sales have been effected.

COCOA NUT OIL.—Considerable business has been done in Ceylon at £41 per tun.

GALLS.—China: 547 boxes have been offered at auction, and met a very ready sale at 47s. to 47s. 6d. for middling, generally dark, and very much broken. Privately a good business has also been done at 47s. to 47s. 6d., and the market at these quotations appears firm; a sale of 328 cases will take place; good clean bold sifted still inquired for; Japan in moderate inquiry; 726 boxes withdrawn, above value.

HIDES AND SKINS.—Messrs. Dyster, Nalder, and Co.'s report for the past month is as follows:—The sales of East India Hides during the past month have been 237,797 hides. The demand has been good, both for consumption and export, and at the last sales prices were fully ½d. per lb. higher on the better descriptions, whilst the lower qualities, of which the proportion was unusually small, show an advance of ¼d. to ½d. per lb. Batavia, &c.: No sales are reported. Singapore, &c.: The supply of Ox and Cow Hides have been unusually large, and met a fair demand at about late prices. Buffalo Hides have met more inquiry at ½d. to ¾d. per lb. advance on the better qualities. The sales comprise 18,127 Cowhides:—Light, 8½d. to 10d. per lb.; Heavy, 6½d. to 8½d. per lb.; Small, 9d. per lb.; Thirds, 5½d. to 7d. per lb.; Fourths, 5d. per lb.; Brined Light, 8½d. to 10d. per lb.; Heavy, 6½d. to 8½d. per lb. 4,541 Buffalo Hides:—Best Heavy, 5½d. to 6½d. per lb.; Light, 5½d. to 6½d. per lb.; Seconds, 4½d. to 5½d. per lb.

INDIA RUBBER.—The market is very dull; all offers at the public sales have been withdrawn, and the business doing privately is very limited.

JAPAN WAX.—We have again to report a dull market and lower prices. Auctions have not been important; only 561 boxes, of which about one-third has sold at 70s. for good saucers, very slightly mixed with soft. Privately exceedingly fine has been offering at 75s., but sales of 100 boxes have only been effected, constituting a decline of 2s. to 3s. per cwt.

MANILA HEMP.—The market is firm, with moderate business upon fully former terms—viz., £49 to £49 10s. per ton for good roving, and £50 to £51 superior; 729 bales sold at auction at £46 15s. to £48 15s. middling to fair.

MUSK.—Rather cheaper; 15 caddies Tonquin at auction sold at 19s. to 19s. 6d. per oz. for ordinary, and 14s. to 14s. 6d. inferior.

PLUMBAGO.—We have to report Ceylon descriptions again cheaper; of 2,647 barrels at auction, half sold at 13s. 6d. to 24s. per cwt. for fair to fine lump, 10s. 9d. chips, and 6s. 3d. to 12s. 6d. dust.

PEPPER.—Messrs. Brookes and Faith report as follows:—Singapore Black has been in very fair demand, at the quotations given in our last, viz., 3½d. per lb. for good, and about 4,809 bags have been quitted by auction at this, together with a large quantity by private contract; fine WA in diamond B at the side, per United Service, retired at 4½d., but subsequently quitted at 4d.; grey and dusty, 3 13-16d. The above quantity consisted chiefly of arrivals per Lammermuir, Loudoun Castle, and United Service. Penang: The auctions have comprised 5,888 bags, chiefly per Albuera, Alice, James Paton, and Tek Li. Of these, only a small portion sold, viz., the damages, the sound being chiefly bought in at 3½d. for fair dusty, and 3½d. for good bold heavy, West Coast. Since the sales, a considerable quantity has been quitted at 3½d. to 3½d. per lb. as in quality, but ending at 3½d. prompt, and 3 11-16d. cash for average quality. Stock of black pepper, 2,000 tons, against 2,133 tons last year. Afloat from Singapore and Penang, 1,855 tons against 1,644 tons last year. The crop appears to be larger than was at first looked for, especially from Penang, and it would not surprise us to see this description lower. White: Very large quantities have been brought to auction since our last, viz., 2,498 bags Singapore, and 629 bags Penang. Of these, a large portion consisted of recent arrivals per Loudoun Castle, Lammermuir, and Alice; remainder old specs, and a desire to realise being general, a large portion was quitted at and ex the sales. Singapore: Very good at 5½d. to 5½d.; middling, 5½d. Yesterday good fair was held for 5½d., but unsaleable thereat. Penang: Good fair bold at 5½d. to 5½d.; dingy, &c., 5d. to 6½d. Really good is scarce, and such has been placed at 5½d. cash. The Continent appears to be getting bare of stock, and we feel, therefore, that on receipt of orders a slight improvement may possibly occur. Trang is considerably lower; good fair quality, per Parana, being quitted yesterday at 4d. per lb.; very grey at 3½d., and 1 C S D at 3½d. One shipment having occurred, it is possible that several arrivals may now shortly follow, and with such a further fall would not surprise us. Aleppee badly wanted, and value of good 4½d. to 4½d. Shot: A few bags good have been quitted at 5½d. to 5½d. per lb.

RUBBER.—Large quantities of China, chiefly common quality, continue to be offered, and the supply being considerably in excess of demand, prices, where sales have been forced, show a decline varying from 3d. to 9d. per pound. Anything good has and will continue to meet a ready sale, fine pinky being extremely scarce; 18 cases of such met the keenest possible competition, and realised 8s. per pound; the following are the prices realised:—Common pale coated, mixed fracture, 1s. 4d. to 1s. 9d.; fair, 1s. 11d. to 2s. good fair, 2s. 9d. to 3s.; good bright coated, partly fairly trimmed, and of generally pinky fracture, 3s. 4d. to 3s. 8d.; good held for 6s.; and preferable O and Co. H under for 7s. 6d.; good tips, 1s. to 1s. 2d.; and low, 6d. to 8d.; about 455 cases offered and half placed. Stock 31st May, 1,673 packages against 1,007 last year.

RATTANS.—The market is steady; and of 15,338 bundles Java, 7,962

bundles Singapore, and 1,602 bundles Penang at auction, nearly the whole sold at 2s. 6d. to 4s. 2d. per 100.

RICE.—A slight improvement has taken place in the market. The unsettled state of the weather, assisted by an improved Continental demand, has drawn considerable attention to the article, and prices have rallied—spot parcels to the extent of 3d. to 4d., and floating soft grain cargoes 4d. to 6d., and a very large business transacted. On the spot fine Bengal has been quitted at 13s. to 13s. 6d.; good, 12s. 3d. to 12s. 9d.; middling held for 10s. 6d. to 11s. 6d.; Ashkoolie placed at 9s. to 9s. 6d.; Dacca at 7s. 6d. to 8s.; and low white, 7s. 6d. Rangoon of old season has been taken in quantity at 8s. to 8s. 3d.; new at 9s. to 9s. 3d.; and 300 tons, first of the new crop, at 9s. 9d., ex ship; Siam garden, at 8s. 1½d. cash, landed; Siam just arrived, at 6s. 6d., ex ship, in mats and bags, and 7s. 3d. landed; and Madras early in last month at 8s. to 8s. 3d. Afloat, Rangoon has been sold on Continental terms—at 9s. to 9s. 3d. for February and March sailing; 9s. 4½d. to 9s. 6d. for February and April sailing. Necranzie at 9s. 10½d. for February sailing; 9s. 9d. for February-May sailing. Saigon at 8s. 6d. for March sailing (quality guaranteed). In all about 12 cargoes are reported. The market closes quiet.

SPICES.—Cassia Lignea: Steady, with limited business at full prices; 200 packages, from the United States, at auction, retired. Buds: Quiet, upon former terms, with very little doing. Cinnamon: We quote 1st sort 1s. 8d. to 3s. 6d. per lb.; 2nd, 1s. 6d. to 3s. 5d.; 3rd, 1s. 4d. to 3s. 2d.; 4th, 5th and Jungle, 10d. to 2s. 5d.; dearer; 168 bales sold at auction. Chips: Plentiful and cheaper; 1,539 packages mostly sold at 2½d. to 4d. for low to middling. Cloves: Penang steady; 30 cases at auction sold at 10½d. to 11½d. per lb. for good to very good; Zanzibar rather cheaper; of 700 bags offered two-thirds sold at 3½d. to 3½d. for a few lots. Mace: Steady but quiet; one case Penang at auction sold at 2s. 10d. per lb. for very good reddish. 15 packages Batavia retired. Nutmegs: Very firm; 15 cases Penang and 10 cases Singapore at auction mostly sold at 3s. 8d. per lb. for good bold, and 1s. 5d. to 2s. 2d. middling small to good medium.

SAPANWOOD.—Quiet; of 58 tons Siam at auction a portion only sold at £10 per ton, and of 27 tons Ceylon half sold at £9 12s. 6d. to £10 5s.

STICKLAC.—The market for Siam is steady, and of 84 cases offered at the auctions about two-thirds sold at 59s. 6d. to 60s. per cwt. for very good quality.

SOY.—China is steady; 150 caaks of recent arrival at public sale realised 2s. 8d. to 2s. 9d. per gallon.

TERRA JAPONICA.—Cutch: Flat, and again cheaper, moderate business done privately at 26s. for fine. Gambier Cubes cheaper: of 3,402 bags and mats at auction about one-fourth sold at 21s. per cwt. for fair squares, and 18s. to 20s. pressed; Block steady; 737 bales sold at 17s. (with a few lots 17s. 3d.) for good; fair business privately at 16s. 9d. to 17s.

TIN.—The dulness in the market noticed in our last report has continued throughout the interval, and a further decline of about £2 per ton has taken place, the current quotations being, Banca, £135; Straits on the spot, £130; for arrival, £125 to £126 per ton.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From.	At
May 20	Achilles	—	Java	Queenstown
	Gesina Bruns	Groenvold	Hong Kong	Callao
	Celestial Queen	Walt	Saigon	Liverpool
Jun. 28	Laurel	—	Foochow & New York	Off Falmouth

DEPARTURES.

Date.	Ship.	Captain.	For.	From
Jun. 26	Glenaros	Hicks	Cardiff & Hong Kong	London
	Cornelia	Cross	Batavia	Amsterdam
20	Macedonian	Watts	Colombo	Shields
	Jannetje	Blokziel	Shanghai	San Francisco
24	Peter Joynson	Peterson	Batavia	Amsterdam
	Vertrouwen	Feenstra	Yokohama	Shields
	Jedo	Schmidt	Samarang	Amsterdam
25	Lannetar	Lundgren	Batavia	Rotterdam
29	Otter	Croscombe	Singapore	Swansea
29	Island Queen	Dodd	Do. and Sarawak	London
24	Westburn	—	Cardiff & Yokohama	Do.
28	Amy Adamson	Hullon	Shanghai	Shields
	Jennie Eastmann	Starkling	Hong Kong	Cardiff
24	Jason	Hoffmann	Yokohama	Sieuwe Diep
	Maarten van Rossen	Laseur	Batavia	Off Scilly
26	Elleray	Faulker	Samarang	Rotterdam
28	Panama	—	Yokohama	Liverpool
	Ethelred	Brandt	Hong Kong	Do.
27	Melrose Abbey	Sawer	Bangkok	Gironde
26	Norham Castle	Marshall	Shanghai	Glasgow
26	County of Argyll	Miller	Singapore	Do.
	Doeburg	Spandermann	Batavia & Sonabaya	Do.
23	Lloyds	Robinson	Java	Amsterdam
			Galle	Penarth Dock

(See Commercial Postscript and Correspondents Letters.)

LOADING.

At LONDON.—For Hiogo and Yokohama: Johanna Maria, Corsair. For Nagasaki and Hiogo: Chanticleer. For Yokohama: Rockliff, Napier. For Osaka and Hiogo: Sampan. For Chefoo: Princess of Wales. For Shanghai: Lammermuir, Lauderdale, Dartmouth, Omba, Sarah Nicholson, Sir Wm. Wallace, Loudoun Castle, Hertfordshire. For Hong Kong: Geologist, Peterborough, Merse, Sophie, Fair Leader, Corpheus. For Singapore: Panic, Hesperia, Hopeful. For Singapore, Hong Kong, and Shanghai: United Service (str.). For Penang: Parana. For Batavia

and Sourabaya: Gladiolus. For Colombo: Fort Regent, Palmerston, Palestine, Ocean Beauty. For Colombo, &c.: West Australian.
 At LIVERPOOL.—For Hiogo and Osaka: Isolina. For Yokohama: Edwin Bassett, Finzel. For Shanghai: Banian, City of Agra, Celestial Queen. For Hong Kong: Florence Nightingale. For Singapore: Naworth, Polly Lewis, Cora Linn. For Manila: Maria, Juliana, Amigos, Trinidad. For Mauritius, Penang, Singapore, Hong Kong, and Shanghai: Tycho Brahe (str.). For Buenos Ayres and China: Violette.
 At GLASGOW.—For Shanghai: Laja. For Manila: Maria de C. For Penang: James Paton. For Ceylon: Glenaray.

SPOKEN.

JANET FERGUSON, London to Japan, April 80, 24 S., 34 W.
 GERARDINA WILHELMINA, Banjoewangie to Amsterdam, April 10, 36 S., 23 E.

DAGERAAD, Amsterdam to Batavia, June 20, off Dover.
 NABOB, Shanghai to Boston, April 27, 27 S., 53 E.
 SOUTHERN BELLE, Liverpool to Yokohama, 39 days out, 20 S., 37 W.
 ANTJE, Rotterdam to Batavia, April 26, 8 N., 23 W.
 HERZOG ERNST, Hamburg to Hong Kong, 8 days out, 49 N., 5 W.
 MATADOR, Cardiff to Singapore, Feb. 19, 2 N., 23 W.
 CORNELIUS GIPPS, Batavia to Rotterdam, April 16, 30 S., 49 E.
 JACOB CORNELIA, Batavia to Rotterdam, April 24, 32 S., 34 E.
 VISCOUNT CANNING, Hong Kong to Falmouth, May 2, 34 S., 17 E.
 MADURA, Newport to Singapore, April 26, 14 S., 31 W.
 LOCHLEVEN CASTLE, Clyde to Singapore, April 26, 36 S., 78 E.
 HELENSLEE, Colombo to London, May 12, 50 days out, with loss of sails, &c.

FREIGHTS AND CHARTERS.

We have no improvement to note in berth freights to the Eastern ports; rates remain without alteration; in coal freights from the Northern out-ports there is a little more doing, and rates have in some instances advanced.

Current rates of freight for vessels on the berth:—To Yokohama: 40s. weight or meast. To Nagasaki: 40s. weight, 50s. meast. To Hiogo: 50s. weight or meast. To Tientsin: 60s. weight or meast. To Chefoo: 60s. weight or meast. To Shanghai: 35s. weight, 30s. meast. To Foochow: 50s. weight, 45s. meast. To Hong Kong: 35s. weight, 27s. 6d. meast. To Amoy: 50s. weight, 45s. meast. To Batavia: 25s. weight, 30s. meast. To Singapore: 30s. weight, 25s. to 30s. meast. To Ceylon: 20s. to 25s. weight, 20s. meast. At New York to China; \$12 to \$15 per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Shanghai: £44. For Hong Kong: £33. For Singapore: £25. For Galle: £24. From Newport, Cardiff, or Swansea per ton.—For Yokohama: £2. For Shanghai: £2 2s. 6d. For Hong Kong: £1 15s. For Singapore: £1 6s. For Galle: £1 6s.

The Admiralty have invited tenders for the conveyance of 105 tons stores to Ceylon, and 7 tons to Hong Kong.

CASUALTIES.

A telegram dated Galle, June 26, states that the Coral Nymph, Sunderland to Shanghai, was totally wrecked in Gaspar Straits, June 18.

The Dione, Grace, from Colombo to London, put into Algoa Bay May 8, to repair bulwarks, sails, &c., having encountered a heavy N.W. gale about sixty miles W. of Cape Recife.

MISCELLANEOUS.

At TENERIFFE.—June 17, Diomed (str.), Crompton, from Liverpool and left for Mauritius, Singapore, China, &c.

Off St. HELENA.—May 15, Lady Agnes, from Colombo, for London; Underly, from Ceylon, for London.

Off CAPE GOOD HOPE.—Choice, Hyacinth, both from Colombo, for London.

At ALGOA BAY.—May 8, Dione, Grace, from Colombo, for London.

At TABLE BAY.—May 12, C. J. Textor (s.s.), sailed for Japan.

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NOTICE.—THE BUSINESS heretofore carried on under the style of "Shortrede and Co." was this day purchased by the undersigned, in whose name and by whom it will henceforth be conducted, and to whom all outstanding accounts owing to the said business are to be paid.

Hong Kong, Aug. 15, 1867. CHAS. A. SAINT.

NOTICE TO ADVERTISERS.

THE DAILY CHINA MAIL.—Six pages; published every evening (except Sunday). Subscription, 24 dols. per annum. Circulates in Hong Kong and along the China and Japan coasts. Terms of advertising:—Ten lines and under, 1 dol.; each additional line, 10 cents; one-half of these charges for repetitions. In Chinese, 2 cents per character for any number of days during the current week.

THE OVERLAND CHINA MAIL.—Compiled from the Daily China Mail, is published twice a month on the morning of the English mail's departure, and is a record of each fortnight's current history of events in China and Japan, contributed in original reports and collated from the journals published at the various ports in those countries. It contains, besides, a Shipping List for Shanghai, Hong Kong, Canton, and Macao, and a complete Commercial Summary.

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THE LONDON & CHINA TELEGRAPH.

THE ELEVENTH Vol. of this JOURNAL commenced on the 4th of January, 1869. The Subscription for three numbers per month is 30s. per annum, including Postage, and to the Export Supplement 12s. extra. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

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ADEN ...	" " "	" " "
BOMBAY ...	" " "	" " "
GALLE ...	" " "	" " "
MADRAS ...	Saturday, July 10, 2 P.M.	Sunday, July 4, 7 A.M.
CALCUTTA ...	And every alternate Saturday thereafter.	And every alternate Sunday thereafter.
PENANG ...	" " "	" " "
SINGAPORE ...	" " "	" " "
CHINA ...	" " "	" " "
JAPAN ...	" " "	" " "
AUSTRALIA ...	Saturday, July 10, 2 P.M.	Sunday, July 18, 7 A.M.
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For full particulars as to Freight, Passage, and Insurance, apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton. 122, Leadenhall-street, July, 1869.

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North German Lloyd's Line from Southampton every Tuesday.

And at Panama by the steamers of the Royal Mail Line, from Southampton on the 2nd and 17th of month.

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7 August		
4 Sept.		
2 October		
30 "		
27 Nov.		
6 Dec.		

9th, 19th, and 29th of every month for Alexandria.

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Royal Mail Steam Packet Company, 55, Moorgate-street, London, E.C.

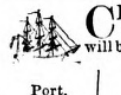
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Hong Kong	Peterboro	A1 13 yr.	W.I.D.	With des.
Hong Kong	Corypheus	A1 13 yr.	W.I.D.	With des.
Hong Kong	Sophie	A1 14 yr.	W.I.D.	With des.
Shanghai	Sarh. Nichol	A1 14 yr.	W.I.D.	July 10
Shanghai	Hertfordshire	AA1	W.I.D.	With des.
Hio and Yokohama	Corsair	AA1	W.I.D.	With des.
Yokohama (Kanagawa)	Rockcliff	A1 13 yr.	W.I.D.	With des.
Chefoo	Princess of Wales	A1 10 yr.	W.I.D.	With des.

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Hong Kong	Borealis	A1	E.I.D.	With des.
Yokohama (Kanagawa)	Napier	AA1	E.I.D.	With des.
Ditto	New Clipper	A1 17 yr.	E.I.D.	To follow
Nagasaki & Hio	Chanticleer	A1 10 yr.	W.I.D.	With des.

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Do.	Salisbury	A1 13 yrs.	1,113	July 20
Calcutta	Clyde	AA1	1,151	July 5
Do.	Rodee	AA1	1,036	July 20
Shanghai	Lammurur	AA1	1,054	July 5
Do.	Dartmouth	A1 14 yrs.	933	July 15
Hong Kong	Merse	A1 13 yrs.	628	July 5

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Do.	Palmerston	A1 15 yr.	855	W.I.D.	July 25
Malaba Coast	Star of Jamaica	A1 9 yr.	306	L.D.K.	July 20
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Steam from London to Shanghai direct. To sail punctually on the 25th of July.



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This fine ship, built expressly for the China trade, combining all the latest improvements of the fastest clippers, with the addition of the best description of marine engines, offers a most favourable opportunity to shippers of fine goods.

The passage to Shanghai is expected not to exceed 75 days.

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To sail punctually on the 10th July.



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Regular line of Packet Ship. To sail on the 10th July.



FOR HONG KONG, the splendid Liverpool-built Clipper GEOLGIST, A1 13 years, 854 tons register, M. CLARKE, Commander; East India Docks.

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FOR HONG KONG, the splendid composite clipper, CLETA, A1 16 years, 519 tons register; C. H. MIDDLETON, Commander; East India Docks.

This ship sails very fast, and presents a favourable opportunity to shippers of fine goods.

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